SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

124

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, June 6, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

T. AHERN,
Assistant General Manager

W. L. HACK,
Superintendent

EASTWARD

Time Table No. 124

June 6, 1926

THIRD CLASS

Capacity of sidings in car lengths.	230 Nevada Mdse. Leave Daily Ex. Sunday	256 Sunset Manifest Leave Daily	222 Portland Fast Freight Leave Daily	308 Local Freight Lv. Mon. Wed. & Fri.	306 Local Freight Leave Daily Ex. Sunday	280 Freight Leave Daily	276 Freight Leave Daily	254 Ogden Manifest Leave Daily	262 Freight Leave Daily	Distance from San Francisco	STATIONS
Term Yard BKWFTYP	6.45PM		8.40AM							88.8	TO-R SACRAMENTO 3.0
Yard IY P		8.50AM	8.55					11.00AM		91.8	ELVAS 1.7
PW										93.5	TO SWANSTON 1.4
85 P								11.20		94.9	BENALI 4.5
10 Spur P										99.4	WALERGA 3.4
60 P										102.8	ANTELOPE 3.0
Term Yard BKTWFPY	7.30PM	10.00AM	10.15AM		4.00AM	9.00PM	3.20PM	12.05PM 2.30	2.30AM	105.8	TO-R ROSEVILLE YARD 0.8
										106.6	ROSEVILLE 4.0
Yard P					4.15					110.6	TO ROCKLIN 4.9
65					See Page 3.					115.5	LINCOLN AV., PENRYN 4.7
84 WP					6.50	10.00	4.20	**3.43**	3.30	120.2	TO NEWCASTLE 4.0
78 WP					7.50					124.2	AUBURN, NEVADA ST. 4.9
68 P					8.20		**5.00**	**5.00**		129.1	BOWMAN 2.3
					8.50					131.4	CLIPPER GAP 2.9
78 PW					9.05			**5.50**		134.8	EAST APPLEGATE 3.4
75 P					9.30		**5.58**	**6.32**		137.7	N. E. MILLS 4.0
Yard YPWBK				7.00AM	9.55AM	11.59PM	6.20	7.00	5.30	141.7	TO-R COLFAX 4.3
60 P				7.20						146.0	CAPE HORN 6.2
125 PWFY				8.15		1.10AM	**7.25**	8.30	6.45	152.2	TO GOLD RUN 1.9
6 PSpur				8.40						154.1	DUTCH FLAT 1.9
4 PSpur										156.0	ALTA 0.8
5 Spur PW				9.00						156.8	TO TOWLE 2.8
										159.6	AMERICAN 1.1
65 P				9.30						160.7	MIDAS 2.3
10 Spur PW				9.50						163.0	FOREBAY 1.8
70 P				10.00		**2.11**		**10.57**		164.8	KNAPP 0.7
PTW				10.10AM		2.40AM	9.10PM	11.05PM	8.15AM	165.5 166.6	TO BLUE CANON
	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(76.7)
	(0.45)	(1.10)	(1.35)	(3.10)	(5.55)	(5.20)	(5.35)	(9.40)	(5.20)		Time over District
	25.80	9.20	10.95	7.64	6.06	11.40	13.70	8.04	11.40		Average speed per hour

FIRST CLASS

Capacity of sidings in car lengths.	6 Nevada Express Leave Daily	20 Pacific Limited Leave Daily	58 Sacramento Gerber Passenger Leave Daily	22 St. Louis Express Leave Daily	34 Sacramento Colfax Motor Leave Daily	2 San Francisco Overland Limited Leave Daily	24 Tonopah Express Leave Daily	56 Sacramento Dunsmuir Passenger Leave Daily	36 Colfax Passenger Leave Daily	16 Oregon Express Leave Daily	10 Atlantic Express Leave Daily	Distance from San Francisco	STATIONS
Term Yard BKWFTYP	10.15PM	7.35PM	4.50PM	4.40PM	3.40PM	2.35PM	10.45AM	10.35AM	7.30AM	1.40AM	1.15AM	88.8	TO-R SACRAMENTO 3.0
Yard IY P	10.27	7.47	5.02	4.52	f3.52	2.47	10.57	10.47	7.42	1.52	1.27	91.8	ELVAS 1.7
PW			f5.04		f3.55			f10.49	f 7.45			93.5	TO SWANSTON 1.4
85 P	10.31	7.52	5.06	4.57	f3.57	2.52	11.01	10.51	f 7.47	1.57	1.31	94.9	BENALI 4.5
10 Spur P					f				f			99.4	WALERGA 3.4
60 P	10.40	8.02	5.15	5.07	s4.07	3.02	11.10	11.00	f 7.58	2.07	1.40	102.8	ANTELOPE 3.0
Term Yard BKTWFPY												105.8	TO-R ROSEVILLE YARD 0.8
	s10.50	s 8.15	s5.20PM	s 5.20	s4.15	s 3.15	s11.20	s11.05AM	s 8.10	s 2.15AM	s 1.50	106.6	ROSEVILLE 4.0
Yard P	f11.00	8.22		5.27	s4.25	3.22	f11.29AM		s 8.20		s 2.00	110.6	TO ROCKLIN 4.9
65	f11.10	8.32		5.37	See page 3.	3.32	See Page 3		See page 3.		2.12	115.5	LINCOLN AV., PENRYN 4.7
84 WP	s11.25	8.43		f 5.49	s5.05	**3.43**	s12.02PM		s 8.55		s 2.30	120.2	TO NEWCASTLE 4.0
78 WP	s11.40	8.52		s 6.05	s5.20	3.52	s12.15		s 9.07		s 2.45	124.2	AUBURN, NEVADA ST. 4.9
68 P	11.50	9.02		6.14	f5.30	4.02	12.25		f 9.18		2.55	129.1	BOWMAN 2.3
	11.56PM	9.07		6.19	f5.40	4.07	12.30		f 9.25		3.01	131.4	CLIPPER GAP 2.9
78 PW	12.03AM	9.13		6.25	s**5.50**	4.13	12.36		f 9.33		3.08	134.8	EAST APPLEGATE 3.4
75 P	12.10	9.20		**6.32**	s**5.58**	4.20	f12.43		s 9.40		3.15	137.7	N. E. MILLS 4.0
Yard YPWBK	s12.20 12.40	s 9.35		s 6.50	s6.10PM	s 4.35	s 1.00		s10.00AM		s 3.25 3.45	141.7	TO-R COLFAX 4.3
60 P	12.55	9.49		7.04	See Note	4.49	1.14				4.00	146.0	CAPE HORN 6.2
125 PWFY	1.20	10.10		f **7.25**			f 1.32				s 4.25	152.2	TO GOLD RUN 1.9
6 PSpur	1.27			f 7.30		5.10	f				s 4.33	154.1	DUTCH FLAT 1.9
4 PSpur				f			f				s	156.0	ALTA 0.8
5 Spur PW	1.39	10.25		f 7.43		5.25	f 1.47				s 4.48	156.8	TO TOWLE 2.8
	1.50	10.38		7.50		s 5.38	s 2.00				4.59	159.6	AMERICAN 1.1
65 P	1.55	10.43		7.55		5.43	2.04				5.05	160.7	MIDAS 2.3
10 Spur PW	2.03	10.50		8.02		5.50					5.13	163.0	FOREBAY 1.8
70 P	**2.11**	**10.57**		8.10		5.57	2.15				5.20	164.8	KNAPP 0.7
PTW	s 2.15AM	11.00PM		s 8.15PM		6.00PM	s 2.20PM				f 5.25AM	165.5 166.6	TO BLUE CANON
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(76.7)
	(3.40)	(3.25)	(0.30)	(3.35)	(2.30)	(3.25)	(3.35)	(0.30)	(2.30)	(0.35)	(3.50)		Time over District
	20.91	22.77	35.60	21.40	21.16	22.77	21.40	35.60	21.16	30.51	20.00		Average speed per hour

Block Signals

No. 2 Track

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 36, 24, 34 and 306; by other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, back in through cross-over near east end of siding.

Eastward trains authorized to use No. 1 Track between Loomis and Newcastle may proceed on No. 1 Track to the first cross-over switch located east of the station building at Newcastle.

The schedules of Nos. 34 and 36 terminate at the passenger station Colfax.

Additional Stations: Enwood 107.9; Lander 139.0; Magra 148.5; Gorge 158.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
2	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	
34	Roseville High School	Receive		

SOUTHERN PACIFIC COMPANY (Pacific Lines)

SOUTHERN PACIFIC COMPANY
(Pacific Lines)

Trainmen,
Enginemen,
Agents,

Effective Sunday, October 17th,1926, at 12:01 AM, following changes will be made in passenger train service:-

Nos. 35 and 36 annulled between Sacramento and Colfax.

Nos. 151, 152, 153, 154, 155, 156, 157 and 158 annuled between Truckee and Tahoe.

No. 24 leave	Sacramento		7:30 AM daily
	Swanston	F	7:45
	Ben Ali	F	7:47
	Walerga	F	
	Antelope	F	7:58
	Roseville	S	8:10
	Rocklin	S	8:20
	Loomis	S	8:30
	Penryn	S	8:40
	Newcastle	S	8:55
	Auburn Nev. St.	S	9:07
	Bowman	F	9:18
	Clipper Gap	F	
	E. Applegate	F	9:33
	N.E. Mills	S	9:40
	Colfax	S	10:00
	Cape Horn	F	10:15
	Magra	F	
	Gold Run	S	10:35
	Dutch Flat	S	
	Alta	S	
	Towle	S	10:52
	Gorge	F	
	American	S	
	Midas	S	11:10
	Forebay	F	
	Blue Canon	S	11:30
	Emigrant Gap	S	11:48
	Smart	F	
	Crystal Lake	F	12:10 PM
	Cisco	S	12:20
	Troy	F	12:40
	Soda Springs	F	
	Norden	S	1:05
	Eder	F	
	Andover	F	1:35
	Truckee	S	2:05
	Boca	S	2:30
	Floriston	S	2:45
	Mystic	F	
	Verdi	S	3:10
	Lawton	F	

BULLETIN NO. 40

THIRD CLASS						
305 Local Freight	253 Ogden Manifest	219 Freight	229 Local Freight	257 Sunset Manifest	307 Local Freight	Capacity of Sidings in Car Lengths.
Ar. Daily Ex. Sunday	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Arrive Daily	Ar. Tues., Thur. & Sat.	
		5.00PM	9.00PM			Term. Yard WFTYPBK
	8.30AM	4.45	8.45	11.40PM		PIY Yard
						WP
						P 85
						No Siding P
						P 60
4.00PM	8.00 6.00	4.00PM	8.00PM	11.00PM		Term. Yard TFWYPBK
3.40						P Yard
2.43						P 94
2.07						P 51
1.30	4.55					WP 73
						P 73
12.45PM						WP 50
						P 73
						P 58
						WP 51
						Spur P 57
9.10AM	3.00				2.00PM	YWPBK Yard
						P 62
	1.54				1.30PM	WFYP 65
						Spur P 6
						Spur P 4
						WP Spur 5
	12.52AM					P 68
						WP Spur 10
						P 70
	11.55PM				11.45AM	PTW
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
(6.50) 9.06	(6.35) 11.25	(1.00) 17.00	(1.00) 17.00	(0.40) 21.00	(2.15) 12.05	

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedules of Nos. 33 and 35 originate at the passenger station Colfax.

Nos. 36, 24, 34, and 306 will use No. 4 Track Rocklin to Loomis.

Additional Stations: Gorge 6.9, Magra 17.0, Lander 26.8, Zeta 44.4, Enwood 58.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
13	Any Station	Discharge		Lincoln
55	Any Station	Discharge		Lincoln
15	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks
33	Roseville High School	Discharge		

Capacity of sidings in car lengths.	THIRD CLASS					
	230 Nevada Mdse.	256 Sunset Manifest	222 Portland Fast Freight	308 Local Freight	306 Local Freight	280 Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily
Term Yard BKWFTYP	6.45PM		8.40AM			
Yard IY P		8.50AM	8.55			
PW						
85 P						
10 Spur P						
60 P						
Term Yard BKTWFPY	7.30PM	10.00AM	10.15AM		4.00AM	9.00PM
Yard P					4.15	
65					See Page 3.	
84 WP					6.50	10.00
78 WP					7.50	
68 P					8.20	
					8.50	
78 PW					9.05	
75 P					9.30	
Yard YPWBK				7.00AM	9.55AM	11.59PM
60 P				7.20		
125 PWFY				8.15		1.10AM
6 PSpur				8.40		
4 PSpur						
5 Spur PW				9.00		
65 P				9.30		
10 Spur PW				9.50		
70 P				10.00		2.11
PTW				10.10AM		2.40AM
	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily
	(0.45) 25.80	(1.10) 9.20	(1.35) 10.95	(3.10) 7.64	(5.55) 6.06	(5.20) 11.40

No. 4 Track between Rocklin and L

Eastward trains to use siding at Clipper Gap

Eastward trains authorized to use No. 1 Track between Loomis and Newcastle may proceed on No. 1 Track to the first cross-over switch located east of the station building at Newcastle.

The schedules of Nos. 34 and 36 terminate at the passenger station Colfax.

Additional Stations: Enwood 107.9; Lander 139.0; Magra 148.5; Gorge 158.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
2	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	
34	Roseville High School	Receive		

R L Ruby

	Reno	S	3:30 PM
	Sparks(Psr.Stn)	A	6:30 PM
		SDE	6:40 PM
Arrive.	Sparks(Ds.Off)	S	6:45 PM

No.24's connection known as No. 124

Leave	Reno		3:45 PM daily
	Sparks(Psr.Stn.)	S	3:55
Arrive	Sparks(Ds.Off)	S	4:00 PM

The above schedules are shown only for information and have no time table superiority, but will be known by their numbers and handled only by train orders.

No. 24 will use No. 4 track Rocklin to Loomis, and No. 1 track Loomis to Newcastle.

Agents will post copy of this bulletin on bulletin boards as information to traveling public.

W. L. Hack,

Superintendent.

Sacramento, Calif.
Pctpber 5th,1926.

File No. 520-31

BULLETIN NO. 40.

THIRD CLASS						
305	253	219	229	257	307	Capacity of Sidings in Car Lengths.
Local Freight	Ogden Manifest	Freight	Local Freight	Sunset Manifest	Local Freight	
Ar. Daily Ex. Sunday	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Arrive Daily	Ar. Tues., Thur. & Sat.	
		5.00PM	9.00PM			Term. Yard WFTYPBK
	8.30AM	4.45	8.45	11.40PM		PIY Yard
						WP
						P 85
						No Siding P
						P 60
4.00PM	8.00 6.00	4.00PM	8.00PM	11.00PM		Term. Yard TFWYPBK
3.40						P Yard
2.43						P 94
2.07						P 51
1.30	4.55					WP 73
						P 73
12.45PM						WP 50
						P 78
						P 58
						WP 51
						Spur P 57
9.10AM	3.00				2.00PM	YWPBK Yard
						P 62
	1.54				1.30PM	WFYP 65
						Spur P 6
						Spur P 4
						WP Spur 5
	12.52AM					P 68
						WP Spur 10
						P 70
	11.55PM				11.45AM	PTW
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
(6.50) 9.06	(6.35) 11.25	(1.00) 17.00	(1.00) 17.00	(0.40) 21.00	(2.15) 12.05	

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedules of Nos. 33 and 35 originate at the passenger station Colfax.

Nos. 36, 24, 34, and 306 will use No. 4 Track Rocklin to Loomis.

Additional Stations: Gorge 6.9, Magra 17.0, Lander 26.8, Zeta 44.4, Enwood 58.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
13	Any Station	Discharge		Lincoln
55	Any Station	Discharge		Lincoln
15	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks
33	Roseville High School	Discharge		

Capacity of sidings in car lengths.	230 Nevada Mdse.	256 Sunset Manifest	222 Portland Fast Freight	308 Local Freight	306 Local Freight	280 Freight
	THIRD CLASS					
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily
Term Yard BKWFTYP	6.45PM		8.40AM			
Yard IY P		8.50AM	8.55			
PW						
85 P						
10 Spur P						
60 P						
Term Yard BKTWFPY	7.30PM	10.00AM	10.15AM		4.00AM	9.00PM
Yard P					4.15	
65					See Page 3.	
84 W P					6.50	10.00
78 W P					7.50	
68 P					8.20	
					8.50	
78 PW					9.05	
75 P					9.30	
Yard YPWBK				7.00AM	9.55AM	11.59PM
60 P				7.20		
125 PWFY				8.15		1.10AM
6 PSpur				8.40		
4 PSpur						
5 Spur PW				9.00		
65 P				9.30		
10 Spur PW				9.50		
70 P				10.00		2.11
PTW				10.10AM		2.40AM
	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily
	(0.45) 25.80	(1.10) 9.20	(1.35) 10.95	(3.10) 7.64	(5.55) 6.06	(5.20) 11.40

No. 4 Track between Rocklin and

Eastward trains to use siding at Clipper Ga

Eastward trains authorized to use No. 1 Track between Loomis and Newcastle may proceed on No. 1 Track to the first cross-over switch located east of the station building at Newcastle.

The schedules of Nos. 34 and 36 terminate at the passenger station Colfax.

Additional Stations: Enwood 107.9; Lander 139.0; Magra 148.5; Gorge 158.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
2	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	
34	Roseville High School	Receive		

Form 5527

C. S.

To be enclosed in
ilgram Envelope

MAILGRAM

To Save Telegraphing—Use this blank
for all messages sent late in the day where immediate answer is not required and for messages to stations that may be quickly reached by train.

San Francisco, September 30, 1926.

T. Ahern - Sacto
W.L.Hack - Sacto

Discontinue trains 35 and 36 between Sacramento and Colfax and all passenger train service between Truckee and Tahoe commencing October 17th.

Arrange for train 24 to leave Sacramento at 7:30 AM.

Send this office ten copies of bulletin showing schedule of train No 24 Sacramento to Sparks. Ack.receipt. C 681

R L Ruby

cc Mr Dyer
Mr McGinnis
Mr Thrall
Mr Edwards
Mr Moale

STWARD

known by their numbers and handled only by train orders between Loomis and Newcastle.

												SS						THIRD CLASS						
												1	15	23	35	55		305	253	219	229	257	307	Capacity of Sidings in Car Lengths.
												San Francisco Overland Limited	Southern California Express	Sparks San Francisco Passenger	Colfax Sacramento Passenger	Dunsmuir Sacramento Passenger		Local Freight	Ogden Manifest	Freight	Local Freight	Sunset Manifest	Local Freight	
												Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Ar. Daily Ex. Sunday	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Arrive Daily	Ar. Tues., Thur. & Sat.	
												s 10.35AM	s 2.00PM	s 2.05PM	s 5.30PM	s 6.30PM				5.00PM	9.00PM			Term. Yard WFTYPBK
												10.23	1.48	1.53	5.18	6.18			8.30AM	4.45	8.45	11.40PM		PIY Yard
															s 5.15	6.15								WP
												10.19	1.42	1.48	f 5.12	6.12								P 85
															f									No Siding P
												10.09	1.32	1.38	f 5.02	6.02								P 60
																		4.00PM	8.00 6.00	4.00PM	8.00PM	11.00PM		Term. Yard TFWYPBK
												10.03	1.25PM	s 1.30	s 4.55	5.55PM								
												9.51		1.19	s 4.40			3.40						P Yard
												9.45		f 1.12	s 4.30			2.43						P 94
												9.39		1.05	s 4.20			2.07						P 51
												9.33		s 12.58	s 4.10			1.30	4.55					WP 73
																								P 73
												9.21		s 12.45	s 3.55			12.45PM						WP 50
												9.13		12.33	f 3.43									P 78
												9.06		12.26	f 3.35									P 58
				WEST APPLEGATE 3.2								9.00		12.20	s 3.25									WP 51
				N. E. MILLS 5.0	28.8		2.03	2.39	4.19	4.53	s 7.28	8.53		f 12.13PM	s 3.15									Spur P 57
				TO-R COLFAX 4.3	23.8		s 1.50	s 2.25	4.08	s 4.40	7.15AM	s 8.40		s 11.59AM	3.00PM			9.10AM	3.00				2.00PM	YWPBK Yard
				CAPE HORN 6.2	19.5		1.32	2.09	3.54	4.26	See Note	8.24		11.43										P 62
				TO GOLD RUN 1.9	13.3		f 1.17	1.54	3.40	4.12		8.10		f 11.28					1.54				1.30PM	WFYP 65
				DUTCH FLAT 1.9	11.4		f 1.11	1.49	3.36	4.08				f 11.22										Spur P 6
				ALTA 0.8	9.5		f							f										Spur P 4
				TO TOWLE 2.8	8.7		f 1.03	1.42	3.30	4.02		7.59		f 11.14										WP Spur 5
				AMERICAN 1.1	5.9		12.54	1.35	3.25	3.55		s 7.52		s										
				MIDAS 2.3	4.8		12.52	1.31	3.21	3.51		7.46		11.01					12.52AM					P 68
				FOREBAY 1.8	2.5		12.47	1.26	3.16	3.46		7.41		10.56										WP Spur 10
				KNAPP 0.7	0.7			1.22	3.12	3.42		7.37												P 70
				TO- BLUE CANON	0.0		12.40AM	1.20AM	3.10AM	3.40AM		7.35AM		10.50AM					11.55PM				11.45AM	PTW
Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(77.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
				Time over District		(0.35)	(3.25)	(3.30)	(2.50)	(3.05)	(2.10)	(3.00)	(0.35)	(3.15)	(2.30)	(0.35)		(6.50)	(6.35)	(1.00)	(1.00)	(0.40)	(2.15)	
				Average speed per hour		30.51	22.56	22.02	27.21	25.00	23.83	25.70	30.51	23.72	21.32	30.51		9.06	11.25	17.00	17.00	21.00	12.05	

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedules of Nos. 33 and 35 originate at the passenger station Colfax.

Nos. 36, 24, 34, and 306 will use No. 4 Track Rocklin to Loomis.

Additional Stations: Gorge 6.9, Magra 17.0, Lander 26.8, Zeta 44.4, Enwood 58.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
13	Any Station	Discharge		Lincoln
55	Any Station	Discharge		Lincoln
15	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks
33	Roseville High School	Discharge		

Capacity of sidings in car lengths.	THIRD CLASS					
	230	**256**	**222**	**308**	**306**	**280**
	Nevada Mdse.	Sunset Manifest	Portland Fast Freight	**Local** Freight	**Local** Freight	**Freight**
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily
Term Yard BKWFTYP	6.45PM		8.40AM			
Yard IY P		8.50AM	8.55			
PW						
85 P						
10 Spur P						
60 P						
Term Yard BKTWFPY	7.30PM	10.00AM	10.15AM		4.00AM	9.00PM
Yard P					4.15	
65					See Page 3.	
84 W P					6.50	10.00
78 W P					7.50	
68 P					8.20	
					8.50	
78 PW					9.05	
75 P					9.30	
Yard YPWBK				7.00AM	9.55AM	11.59PM
60 P				7.20		
125 PWFY				8.15		1.10AM
6 PSpur				8.40		
4 PSpur						
5 Spur PW				9.00		
65 P				9.30		
10 Spur PW				9.50		
70 P				10.00		2.11
PTW				10.10AM		2.40AM
	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily
	(0.45) 25.80	(1.10) 9.20	(1.35) 10.95	(3.10) 7.64	(5.55) 6.06	(5.20) 11.40

No. 4 Track between Rocklin and

Eastward trains to use siding at Clipper Ga

Eastward trains authorized to use No. 1 Track between Loomis and Newcastle may proceed on No. 1 Track to the first cross-over switch located east of the station building at Newcastle.

The schedules of Nos. 34 and 36 terminate at the passenger station Colfax.

Additional Stations: Enwood 107.9; Lander 139.0; Magra 148.5; Gorge 158.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	**At**	**Receive or Discharge**	**Passengers to (or beyond)**	**Passengers from (or beyond)**
2	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	
34	Roseville High School	Receive		

EASTWARD

306 Local Freight	36 Colfax Passenger	24 Tonopah Express	34 Sacramento Colfax Motor	Time Table No. 124 June 6, 1926 STATIONS		Distance from Blue Canon
Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			
				TO-R SACRAMENTO	3.0	77.1
				ELVAS	1.7	74.1
				TO SWANSTON	1.4	72.4
				BENALI	4.5	71.0
				WALERGA	3.4	66.5
				ANTELOPE	3.0	63.1
				TO-R ROSEVILLE YD.	0.8	60.1
				ROSEVILLE	4.0	59.3
4.15AM	s 8.20AM	f 11.29AM	s 4.25PM	TO ROCKLIN	3.3	55.3
5.07 5.49	s **8.30**	s 11.40	s 4.37	TO LOOMIS	2.7	52.0
6.10 6.30	s 8.40	s 11.50AM	s 4.50	TO PENRYN	3.0	49.3
6.50AM	s 8.55AM	s 12.02PM	s 5.05PM	TO NEWCASTLE		46.3
				FLINT	0.9	42.3
				TO AUBURN	3.9	41.4
				BOWMAN	2.5	37.5
				CLIPPER GAP	3.0	35.0
				WEST APPLEGATE	3.2	32.0
				N. E. MILLS	5.0	28.8
				TO-R COLFAX	4.3	23.8
				CAPE HORN	6.2	19.5
				TO GOLD RUN	1.9	13.3
				DUTCH FLAT	1.9	11.4
				ALTA	0.8	9.5
				TO TOWLE	2.8	8.7
				AMERICAN	1.1	5.9
				MIDAS	2.3	4.8
				FOREBAY	1.8	2.5
				KNAPP	0.7	0.7
				TO- BLUE CANON		0.0
Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	(77.1)		

The above schedules are shown only for information and have no time-table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Block Signals

No 1 Track

WESTWARD

FIRST CLASS

STATIONS	Distance from Blue Canon	13 San Francisco Express	5 Nevada Express	19 Pacific Limited	9 Fast Mail	21 St. Louis Express	33 Colfax Sacramento Motor	1 San Francisco Overland Limited	15 Southern California Express	23 Sparks San Francisco Passenger	35 Colfax Sacramento Passenger	55 Dunsmuir Sacramento Passenger	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R SACRAMENTO	77.1	s 3.40AM	s 4.05AM	s 4.50AM	s 6.00AM	s 6.45AM	s 9.25AM	s 10.35AM	s 2.00PM	s 2.05PM	s 5.30PM	s 6.30PM	
ELVAS	74.1	3.28	3.53	4.38	5.48	6.33	9.13	10.23	1.48	1.53	5.18	6.18	
TO SWANSTON	72.4						f				s 5.15	6.15	
BENALI	71.0	3.22	3.47	4.30	5.42	6.27	f 9.09	10.19	1.42	1.48	f 5.12	6.12	
WALERGA	66.5						f				f		
ANTELOPE	63.1	3.12	3.37	4.20	5.32	6.17	s 8.59	10.09	1.32	1.38	f 5.02	6.02	
TO-R ROSEVILLE YD.	60.1												
ROSEVILLE	59.3	3.05AM	s 3.30	4.10	5.25	6.10	s 8.50	10.03	1.25PM	s 1.30	s 4.55	5.55PM	
TO ROCKLIN	55.3		f 3.13	3.50	5.13	5.55	s 8.39	9.51		1.19	s 4.40		
TO LOOMIS	52.0		f 3.05	s 3.43	**5.07**	**5.49**	s **8.30**	9.45		f 1.12	s 4.30		
TO PENRYN	49.3		f 2.58	s 3.35	5.01	5.43	s 8.23	9.39		1.05	s 4.20		
TO NEWCASTLE	46.3		s 2.50	3.25	**4.55**	f 5.36	s 8.15	9.33		s 12.58	s 4.10		
FLINT	42.3												
TO AUBURN	41.4		s 2.35	3.10	4.44	s 5.23	s 8.00	9.21		s **12.45**	s 3.55		
BOWMAN	37.5		2.23	3.01	4.36	5.15	f 7.49	9.13		12.33	f 3.43		
CLIPPER GAP	35.0		2.17	2.54	4.31	5.08	f 7.42	9.06		12.26	f 3.35		
WEST APPLEGATE	32.0		f 2.10	2.47	4.25	5.01	s 7.35	9.00		12.20	s 3.25		
N. E. MILLS	28.8		2.03	2.39	4.19	4.53	s 7.28	8.53		f 12.13PM	s 3.15		
TO-R COLFAX	23.8		s 1.50	s 2.25	4.08	s 4.40	7.15AM	s 8.40		s 11.59AM	3.00PM		
CAPE HORN	19.5		1.32	2.09	3.54	4.26	See Note	8.24		11.43			
TO GOLD RUN	13.3		f 1.17	**1.54**	3.40	4.12		8.10		f 11.28			
DUTCH FLAT	11.4		f 1.11	1.49	3.36	4.08				f 11.22			
ALTA	9.5		f							f			
TO TOWLE	8.7		f 1.03	1.42	3.30	4.02		7.59		f 11.14			
AMERICAN	5.9		12.54	1.35	3.25	3.55		s 7.52		s			
MIDAS	4.8		**12.52**	1.31	3.21	3.51		7.46		11.01			
FOREBAY	2.5		12.47	1.26	3.16	3.46		7.41		10.56			
KNAPP	0.7			1.22	3.12	3.42		7.37					
TO- BLUE CANON	0.0		12.40AM	1.20AM	3.10AM	3.40AM		7.35AM		10.50AM			
(77.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District		(0.35)	(3.25)	(3.30)	(2.50)	(3.05)	(2.10)	(3.00)	(0.35)	(3.15)	(2.30)	(0.35)	
Average speed per hour		30.51	22.56	22.02	27.21	25.00	23.83	25.70	30.51	23.72	21.32	30.51	

THIRD CLASS

STATIONS	305 Local Freight	253 Ogden Manifest	219 Freight	229 Local Freight	257 Sunset Manifest	307 Local Freight	Capacity of Sidings in Car Lengths.
	Ar. Daily Ex. Sunday	Ar. Daily	Ar. Daily	Ar. Daily Ex. Sunday	Arrive Daily	Ar. Tues., Thur. & Sat.	
TO-R SACRAMENTO			5.00PM	9.00PM			Term. Yard WFTYPBK
ELVAS		8.30AM	4.45	8.45	11.40PM		PIY Yard
TO SWANSTON							WP
BENALI							P 85
WALERGA							No Siding P
ANTELOPE							P 60
TO-R ROSEVILLE YD.	4.00PM	8.00 6.00	4.00PM	8.00PM	11.00PM		Term. Yard TFWYPBK
ROSEVILLE							
TO ROCKLIN	3.40						P Yard
TO LOOMIS	2.43						P 94
TO PENRYN	2.07						P 51
TO NEWCASTLE	1.30	4.55					WP 73
FLINT							P 73
TO AUBURN	12.45PM						WP 50
BOWMAN							P 73
CLIPPER GAP							P 58
WEST APPLEGATE							WP 51
N. E. MILLS							Spur P 57
TO-R COLFAX	9.10AM	3.00				2.00PM	YWPBK Yard
CAPE HORN							P 62
TO GOLD RUN		1.54				1.30PM	WFYP 65
DUTCH FLAT							Spur P 6
ALTA							Spur P 4
TO TOWLE							WP Spur 5
AMERICAN							
MIDAS		12.52AM					P 68
FOREBAY							WP Spur 10
KNAPP							P 70
TO- BLUE CANON		11.55PM				11.45AM	PTW
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Tues Thurs. and Saturdays	
Time over District	(6.50)	(6.35)	(1.00)	(1.00)	(0.40)	(2.15)	
Average speed per hour	9.06	11.25	17.00	17.00	21.00	12.05	

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived.

Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal.

The schedules of Nos. 33 and 35 originate at the passenger station Colfax.

Nos. 36, 24, 34, and 306 will use No. 4 Track Rocklin to Loomis.

Additional Stations: Gorge 6.9, Magra 17.0, Lander 26.8, Zeta 44.4, Enwood 58.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
13	Any Station	Discharge		Lincoln
55	Any Station	Discharge		Lincoln
15	Any Station	Discharge		Lincoln
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		Sparks
21	Any Station	Discharge		Sparks
33	Roseville High School	Discharge		

EASTWARD

Capacity of sidings in car lengths	THIRD CLASS						FIRST CLASS							Distance from San Francisco		STATIONS	
	308	310	254	276	262	280	20	22	2	24	204	10	6				
	Local Freight	Local Freight	Ogden Manifest	Freight	Freight	Freight	Pacific Limited	St. Louis Express	San Francisco Overland Limited	Tonopah Express	Reno-Fallon Motor	Atlantic Express	Nevada Express				
	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
PTW	10.55AM		11.15PM	9.25PM	8.30AM	2.50AM	11.00PM	8.15PM	6.00PM	2.20PM		5.25AM	2.20AM	166.6		TO BLUE CANON 5.2	
80 PTW	11.45AM			9.55	9.00	3.28	11.17	f 8.35	6.17	s 2.37		f 5.43	2.42	171.8		EMIGRANT GAP 1.5	
P							11.22	8.41	6.22	f 2.43		5.48	2.49	173.3		SMART 2.8	
Crossover P													f	176.1		YUBA PASS 1.8	
82 PW	12.25PM			11.35PM			11.35	8.58	6.35	f 2.55		6.01	3.05	177.9		TO CRYSTAL LAKE 2.4	
PWT	1.30				10.10		11.40	f 9.05	6.40	s 3.05		6.07	f 3.17	180.3		CISCO 3.4	
Crossover P														183.7		TAMARACK 1.8	
67 PW	2.05						11.55PM	9.26	6.55	f 3.21		6.25	3.35	185.5		TROY 2.3	
P				12.20AM										187.8		SPRUCE 2.6	
West Switch P	2.30				10.45		12.08AM	9.44	7.08	f 3.35		6.39	3.48	190.4		SODA SPRINGS 1.6	
79 PTWB	3.05		2.45AM 3.05	12.45 1.05	11.15 11.35AM	5.55 6.15	12.15	9.55	7.15	s 3.45		s 6.45	s 3.55	192.0	Block Signals	TO NORDEN 6.2	
Crossover P														198.2		EDER 2.4	No. 2 Track
PT	3.50				12.15PM	7.05	12.40	10.22	7.42	f 4.10		7.10	4.22	200.6		ANDOVER 2.3	
72 W	4.00						12.47	10.30	7.48	4.16		7.16	4.30	202.9		STANFORD 5.1	
Term. Yard PWTYFBK	4.30PM	6.00AM	5.05	2.10	12.40	7.30	s 1.05	s 11.00	s 8.05	s 4.35		s 7.45	s 5.05	208.0		TO-R TRUCKEE 3.3	
WP		6.45					1.25	11.25	8.24	s 5.00		s 8.05	s 5.30	216.3		TO BOCA 1.8	
80 P														218.1		HINTON 4.3	
68 PW		7.15					1.40	f 11.40	8.37	s 5.15		f 8.20	s 5.45	222.4		TO FLORISTON 3.1	
26 (Spur) P														225.5		MYSTIC 3.0	
No Siding WP							1.53	11.55PM	8.50	f 5.29		8.33	6.00	228.5		CALVADA 3.9	
131 P		8.00					2.01	12.04AM	8.57	s 5.38		f 8.40	s 6.10	232.4		TO VERDI 4.8	
6 (Spur)							2.10	12.14	9.06	f 5.48		8.50	6.20	237.2		LAWTON 5.7	
Yard P		8.50					s 2.20 2.25	s 12.25 12.30	s 9.15 9.20	s 6.00 6.30	4.10PM	s 9.00 9.25	s 6.30 6.45	242.9		RENO 2.6	
Yard										s 6.40	s 4.15	s 9.35	s 6.50	245.5		SPARKS (Passenger Station) 0.7	
Term. Yard FWTPBK		9.20AM	8.00AM	4.15AM	2.45PM	9.30AM	s 2.35AM	s 12.40AM	s 9.30PM	s 6.45PM	s 4.20PM	s 9.40AM	s 6.55AM	246.2		TO-R SPARKS(Dsp rs Office	
	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(79.6)	
	(5.35) 7.05	(3.20) 11.46	(8.25) 9.45	(6.30) 12.24	(5.55) 13.45	(6.20) 12.56	(3.30) 22.74	(4.20) 18.36	(3.25) 23.29	(3.55) 20.32	(0.10) 19.80	(3.50) 20.76	(4.20) 18.36			............Time over district ....Average speed per hour	

Eastward trains use No. 2 track.

Lake Tahoe Branch—see page 11.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Trai n	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
6	Polaris, Union Mills, Prosser Creek, Farad, Fleish and Mogul	Receive or Discharge	Any Station	Any Station
24	Polaris, Union Mills, Prosser Creek, Iceland, Farad, Fleish, Mogul	Receive or Discharge	Any Station	Any Station
2	Any Station	Receive	Cheyenne	
10	Any Station	Receive	Ogden	
10	Farad	Receive	Reno	
20	Any Station	Receive	Ogden	
22	Any Station	Receive	Ogden	

Eastward trains proceed Reno to Sparks irrespective of schedule No. 204.

No. 204 may occupy main track in front of station Reno ten minutes in advance of leaving time.

Additional Stations
Fulda 169.7
Polaris 211.1,
Union Mills 213.5,
Prosser Creek 215.0,
Iceland 220.9,
Wickes 221.5,
Farad 224.7,
Fleish 229.8,
Mogul 235.8

Salt Lake Division extends west to Mile Post 238.6. Train movements governed by Sacramento Division time table.

Time Table No. 124

June 6, 1926

WESTWARD

			Distance from Sparks	FIRST CLASS							THIRD CLASS			Capacity of sidings in car lengths
				9	1	23	203	5	19	21	309	307	253	
				Fast Mail	San Francisco Overland Limited	Sparks San Francisco Passenger	Fallon Reno Motor	Nevada Express	Pacific Limited	St. Louis Express	Local Freight	Local Freight	Ogden Manifest	
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Tues. Thur. & Sat.	Arrive Daily	
Block Signals No. 1 Track	TO	BLUE CANON 5.2	79.6	3.10AM	7.35AM	s 10.50AM		f 12.40AM	1.20AM	f 3.40AM		11.35AM	11.45PM	PTW
Staff System		EMIGRANT GAP 1.5	74.4	2.54	7.18	s 10.35		f 12.23	1.07	3.28		11.15		WPT 104
		SMART 2.8	72.9	2.49	7.13	f 10.28		f 12.17	1.02	3.24		10.45		P
Block Signals		YUBA PASS 2.2	70.1			f		f						(Summer) 60 P
	TO	CRYSTAL LAKE 2.0	67.9	2.36	6.58	f 10.12		12.03AM	12.48	3.05		10.12		PW 82
		CISCO 3.5	65.9	2.30	6.52	s 10.05		s 11.57PM	12.42	2.55			9.05	PT
		TAMARACK 2.0	62.4			f								
		TROY 2.1	60.4	2.15	6.36	f 9.47		11.38	12.25	2.36				PW 56, 67
		SPRUCE 2.8	58.3			f								P
Staff System		SODA SPRINGS 1.3	55.5	2.02	6.22	f 9.33		f 11.25	12.12	2.20		8.15		P
	TO	NORDEN 0.2	54.2	1.58	6.18	s 9.28		f 11.19	12.08	2.14				PTBW
		TABLE 0.8	54.0											PT
		SUMMIT 0.7	53.2	1.55	6.15	s 9.25		s 11.15	12.05	2.10		8.00	7.20	P 79
		TUNNEL SIX 2.5	52.5	1.51	6.12			11.12	12.01AM	2.01				P 60
		LAKE VIEW 2.0	50.0	1.45	6.04	f 9.14		11.05	11.52PM	1.54				P 90
Block Signals		EDER 2.4	48.0			f								P
		ANDOVER 2.3	45.6	1.34	5.50	f 9.00		10.51	11.37	1.41				PT 91
		STANFORD 5.1	43.3	1.28	5.43	f 8.53		10.44	11.30	1.35				W 72
	TO-R	TRUCKEE 8.3	38.2 38.0	1.15	s 5.30	s 8.40		s 10.30	s 11.10	s 1.15	2.00PM	6.35AM	5.00	Terminal Yard PWTYFBK
	TO	BOCA 1.8	29.7	12.56	5.08	s 8.15		s 9.58	10.41	12.45	1.30			WP 53
		HINTON 4.3	27.9			f								P 64
	TO	FLORISTON 3.0	23.6	12.46	4.57	s 8.02		s 9.45	10.30	12.30	12.50PM			P
		MYSTIC 3.0	20.6			f		f						20 (Spur) W
		CALVADA 3.9	17.6	12.36	4.47	f 7.47		9.32	10.17	12.16				WP
	TO	VERDI 4.7	13.7	12.30	4.41	s 7.40		s 9.25	10.10	12.09AM	11.55AM			P 100
		LAWTON 5.7	9.0	12.23	4.33	f 7.30		f 9.15	10.00	11.59PM				6 (Spur) W
		RENO 2.6	3.3	12.15 s 12.08	4.25 s 4.20	7.20 s 7.10	s 9.10AM	9.05 s 8.50	9.50 s 9.45	11.50 s 11.45	11.10			Yard P
		SPARKS (Passenger Station) 0.7	0.7		4.15	s 7.05	s 9.05	s 8.45	9.40	s 11.40				Yard
	TO-R	SPARKS (DsprsOffice)	0.0	12.01AM	4.10AM	7.00AM	9.00AM	8.40PM	9.35PM	11.35PM	10.30AM		12.30PM	Terminal Yard FWTBPK
		(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Lv. Tues. Thur. & Sat.	Leave Daily	
		Time over District		(3.02)	(3.20)	(3.40)	(0.10)	(3.45)	(3.40)	(4.00)	(3.30)	(5.00)	(11.15)	
		Average speed per hour		26.24	23.88	21.70	19.80	21.22	21.70	19.87	10.47	8.28	7.07	

Westward trains use No. 1 Track.

Westward trains arriving Table and Emigrant Gap on main track with staff, may proceed Table to Troy and Emigrant Gap to Knapp irrespective of timetable superiority.

Lake Tahoe Branch—see page 11.

Salt Lake Division extends west to Mile Post 238.6. Train movements governed by Sacramento Division time table.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
5 23	Mogul, Fleish Farad, Iceland Prosser Creek Union Mills Polaris	Receive or Discharge	Any Station	Any Station
1	Any Station	Discharge		Cheyenne
5	Any Station	Discharge		Sparks
19	Any Station	Discharge		East of Sparks
21	Any Station	Discharge		East of Sparks
21	Floriston	Discharge		Reno

EASTWARD

Time Table No. 124

June 6, 1926

Capacity of sidings in car lengths.	THIRD CLASS				FIRST CLASS							Dsitance from San Francisco		STATIONS
	230	222	228	224	44	58	14	56	16	54	12			
	Local Freight	Portland Manifest	Local Freight	Mdse.	Sacramento Gerber Passenger	Sacramento Gerber Passenger	Puget Sound Express	Sacramento Dunsmuir Passenger	Oregon Express	Oregonian	Shasta			
	Leave Daily Ex. Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Dail y Ex. Sunday	Leave Dailv	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term Yard BKFPTWY	**8.30PM**	6.00PM										105.8	TO-R	ROSEVILLE YARD 0.8
P						5.20PM		11.05AM	2.15AM			106.6	R	ROSEVILLE 6.2
111 P	8.45					f 5.29		f11.14	2.28			112.8		WHITNEY 4.2
134 PW	**9.15**	6.40				s **5.35**		s11.20	s **2.42**			117.0	TO	LINCOLN 4.0
38 P	9.30					f 5.43		f11.28	2.50			121.0		EWING 1.1
106 P						5.45			2.52			122.1		BROCK 2.7
32	9.45					s 5.49		s11.34	f 2.57			124.8		SHERIDAN 3.3
138 PW	10.10	**7.15**				s 5.56		s **11.41**	s 3.05			128.1	TO	WHEATLAND 6.1
101 P	**10.45**	**7.50**				f 6.05		f 11.50AM	3.14			134.2		OSTROM 6.6
Yard BKIYFWP	11.30	9.00				s **6.20**		s 12.05PM	s 3.25 3.35			140.8	TO-R	MARYSVILLE 1.0
													Block Signals	W. P. R. R. Crossing 2.9
112 P	11.45PM					f **6.30**		f **12.13**	3.45			144.7		BERG 3.0
43						f 6.35		f12.18	3.52			147.7		LOMO 2.1
13						f		f				149.8		SUNSET 1.7
54 IP	12.01AM					s 6.42		s12.25	f 4.00			151.5	TO	LIVE OAK S. N. R. R. Crossing. 6.5
108 PK	**1.22**	**9.45PM**				s 6.52		s12.35	s 4.13			158.0	TO	GRIDLEY 3.4
49 WP	1.30AM		7.00AM			s 7.00		s12.43	s **4.25**			161.4	TO	BIGGS 6.0
49 P			7.20			f 7.09		f12.53	f 4.35			167.4	TO	RICHVALE 4.1
116 P			7.35			s 7.15		f12.59	f 4.43			171.5		NELSON 6.6
96 P			**8.30**			s 7.25		s 1.09	f 4.54			178.1	TO	DURHAM 6.1
Yard BKYWFP		**12.35AM**	**8.45**			s 7.40		s 1.25	s 5.05 5.20			184.2	TO-R	S. N. R. R. Crossing CHICO 7.1
29 P						f 7.51		f 1.34	5.34			191.3		NORD 2.3
122 P			9.15			f **7.55**		f 1.38	5.39			193.6		ANITA 2.4
16						f 7.59		f	5.44			196.0		CANA 7.0
100 WP		**2.15**	**10.23**			s 8.10		s **1.51**	f 5.59			203.0	TO	VINA 1.6
15						f 8.15		f				204.6		COPELAND 5.1
48 P						s 8.23		s 2.00	f 6.15			209.7	TO	LOS MOLINOS 2.0
120 PY		2.50	11.00	3.40AM	11.05PM	s 8.30	2.22PM	s 2.05	s 6.25	6.10AM	1.07AM	211.7	Block Signals TO-R	TEHAMA 2.1
Term Yard BKWFPY		3.05AM	11.15AM	3.50AM	s11.15PM	s 8.40PM	s **2.30PM**	s 2.15PM	s **6.35AM**	s 6.20AM	s 1.15AM	213.8	TO-R	GERBER
	Arrive Dailv Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(108.0)
	(5.00)	(9.05)	(4.15)	(0.10)	(0.10)	(3.20)	(0.08)	(3.10)	(3.55)	(0.10)	(0.08)			..........Time over District
	11.12	11.88	12.32	12.60	12.60	32.16	15.75	33.85	27.57	12.60	15.75			..........Average speed per hour

Marysville Yard—see page 10

Westward trains are superior to trains of the same class in the opposite direction.

Trains to and from Oroville, on Woodland Oroville line use Marysville siding.

Eastward trains when taking siding at Marysville will use cross-over just west of west water column.

Eastward trains when taking siding at Nelson will use cross-over just east of station building.

Additional Stations: Clayton 118.4, Rupert Spur 138.9, Binney Junction Tower 141.8, Fagan 155.9, Riceton 164.1 Faulkner 181.9, Gimbal 189.1, Soto 198.3, Ensign 207.1, Bohemia 208.0.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Any Station	Receive	Portland	
56-58	Gimbal			
56-58	Bohemia			

Schedule time and train orders will apply at the Junction Switch at Tehama.

WESTWARD

Time Table No. 124

June 6, 1926

	STATIONS		Distance from Gerber	FIRST CLASS							THIRD CLASS						
				53	11	43	15	55	57	13	219	239	221	241	227	229	223
				Oregonian	Shasta	Gerber Sacramento Passenger	Southern California Express	Dunsmuir Sacramento Passenger	Gerber Sacramento Passenger	San Francisco Express	Freight	Freight	Freight	Freight	Local Freight	Local Freight	Mdse.
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R	ROSEVILLE YARD	0.8	108.0								7.30AM	1.00PM	**10.00PM**	12.35AM		**8.30PM**	
R	ROSEVILLE	6.2	107.2				s 1.25PM	s 5.55PM		s 3.05AM							
	WHITNEY	4.2	101.0				1.13	f 5.43		2.50			9.30			8.15	
TO	LINCOLN	4.0	96.8				s 1.05	s **5.35**		s **2.42**	7.00	12.20PM	**9.15**	11.50PM		8.00	
	EWING	1.1	92.8					f 5.27			6.45	11.59AM	8.45	11.30			
	BROCK	2.7	91.7				12.54	5.25		2.31							
	SHERIDAN	3.3	89.0				12.50	s 5.21		2.27			8.35			7.30	
TO	WHEATLAND	6.1	85.7				s 12.45	s 5.15		f 2.22	6.25	**11.41**	8.20	11.10		**7.15**	
	OSTROM	6.6	79.6				12.35	f 5.03		2.12			**7.50**	**10.45**		6.45	
TO-R	MARYSVILLE	1.0	73.0				s 12.25	s 4.50		s 2.00	5.45	11.00	7.15	10.30		**6.20**	
Block Signals	W. P. R. R. Crossing	2.9															
	BERG	3.0	69.1				**12.13**	f 4.38		1.43	5.30	10.45	**6.30**	10.15			
	LOMO	2.1	66.1				12.07	f 4.33		1.38						5.45	
	SUNSET	1.7	64.0					f									
TO	LIVE OAK S. N. R. R. Crossing	6.5	62.3				s 12.01PM	s 4.27		f 1.32						5.30	
TO	GRIDLEY	3.4	55.8				s 11.49AM	s 4.17		s **1.22**	4.40	9.55	5.20	**9.45**		5.00	
TO	BIGGS	6.0	52.4				s 11.39	s 4.08		s 1.14	**4.25**	9.40	4.33	9.30	10.30AM	4.30PM	
TO	RICHVALE	4.1	46.4				f 11.28	s 3.57		f 1.03					10.00		
	NELSON	6.6	42.3				11.21	f 3.49		f 12.56	3.50	**9.10**	4.00	9.00	**9.10**		
TO	DURHAM	6.1	35.7				s 11.10	s 3.37		f 12.45					**8.30**		
TO-R	S. N. R. R. Crossing CHICO	7.1	29.6				s 11.00	s **3.25**		s **12.35**	3.15	**8.45**	**3.25**	8.40	8.15		
	NORD	2.3	22.5				10.42	f 3.10		12.15							
	ANITA	2.4	20.2				10.38	f 3.05		12.11	2.45	8.15	2.30	**7.55**	7.30		
	CANA	7.0	17.8				10.34	f 3.00		12.07AM							
TO	VINA	1.6	10.8				s **10.23**	s 2.53		f 11.56PM	**2.15**	7.45	**1.51**	7.20	7.10		
	COPELAND	5.1	9.2														
TO	LOS MOLINOS	2.0	4.1				s 10.13	s 2.43		f 11.46					6.55		
Block Signals TO-R	TEHAMA	2.1	2.1	2.47AM	5.52AM	s 9.17AM	s 10.07	s 2.37	s 2.52PM	s 11.40			1.15		6.45		6.10PM
TO-R	GERBER		0.0	2.40AM	5.45AM	9.10AM	10.00AM	**2.30PM**	2.45PM	11.30PM	1.30AM	7.00AM	12.50PM	6.35PM	**6.35AM**		6.00PM
	(108.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	Time over District			(0.07)	(0.07)	(0.07)	(3.25)	(3.25)	(0.07)	(3.35)	(6.00)	(6.00)	(9.10)	(6.00)	(3.55)	(4.00)	(0.10)
	Average speed per hour			15.83	15.83	15.83	31.37	31.37	15.83	29.91	18.00	18.00	10.80	18.00	13.37	13.90	12.60

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Additional Stations: Clayton 118.4, Rupert Spur 138.9, Binney Junction Tower 141.8, Fagan 155.9, Riceton 164.1, Faulkner 181.9, Gimbal 189.1, Soto 198.3, Ensign 207.1, Bohemia 208.0.

Trains to and from Oroville, on Woodland Oroville line, use Marysville siding.

Marysville Yard see page 10.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Discharge		Ashland
13	Any Station	Discharge		Portland
55	Bohemia	Receive or Discharge		
55	Gimbal	Receive or Discharge		

EASTWARD.

Time Table No. 124

June 6, 1926

Capacity of sidings in car lengths.	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from San Francisco		STATIONS
	224	232	226	134	128	12	542	44	14	54			
	Mdse.	Local Freight	Local Freight	Colusa Branch Passenger	Colusa Branch Mixed	**Shasta**	Sacramento-Marysville MOTOR	Sacramento Gerber Passenger	Puget Sound Express	Oregonian			
	Lv. Daily Ex. Saturday	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Terminal Yard IWYP	9.00PM	8.30AM	6.30AM			10.35PM	7.55PM	7.45PM	10.35AM	3.00AM	75.6	TO-R	DAVIS 5.1
45 P	9.15	8.45	6.45			10.42	f 8.03	f 7.53	f 10.42	3.08	80.7		MERRITT 2.5
17		8.50	6.50			10.45	f 8.07	f 7.57	f 10.46	3.12	83.2		MULLEN 1.7
107 IPW	9.30	9.00AM	7.40			10.49	s 8.15PM	s 8.05	s 10.55	3.18	84.9	TO-R	WOODLAND S. N. R. R. Crossing 5.0
25 P	9.45		**7.59**			10.57		s 8.15	s 11.05	3.28	89.9	TO	YOLO 5.9
29 P	10.05		8.35			11.04		s 8.27	s **11.17**	3.37	95.8	TO	ZAMORA 2.2
17 P	10.15					11.07		f 8.31	f 11.22	3.40	98.0		BRETONA 5.2
36 WP	10.35		9.05			**11.14**		s 8.40	s 11.32	3.47	103.2	TO	DUNNIGAN 3.2
40 P	**10.50**		9.15					f 8.45	f 11.38		106.4		HERSHEY 1.9
118 119 YP	11.00		9.20			11.21		f 8.49	s **11.43**	3.54	108.3		HARRINGTON 5.2
44 P	11.15		9.40			11.28		s 8.58	s 11.55AM	4.02	113.5	TO	ARBUCKLE 4.1
30 PW	**11.33**		**9.55**			**11.33**		f 9.04	f 12.03PM	4.08	117.6		GENEVRA 0.9
11								f	f		118.5		MACY 5.7
50 P	11.50PM		10.25			11.41		s 9.15	s 12.16	**4.20**	124.2	TO	WILLIAMS 4.9
45 P	12.01AM		**11.03**			11.47		f 9.22	f 12.25	4.27	129.1		CORTENA 3.9
59 WP	12.15		11.40			11.52		s **9.28**	s 12.33	4.33	133.0	TO	MAXWELL 5.3
39 P	12.25		11.59AM			11.59PM		f 9.35	f 12.42	4.40	138.3		DELAVAN 3.8
34			12.30PM			12.04AM		f 9.41	f 12.49	4.45	142.1		NORMAN 2.2
31 P	12.40		**12.53**			12.07		f 9.44	f **12.53**	4.48	144.3		LOGANDALE 5.6
64 WFYP	1.15		1.40PM			12.15		s 9.55	s 1.05	f 4.57	149.9	TO-R	WILLOWS 3.3
10	1.30							f	f		153.2		LYMAN 3.6
44 P	1.45					12.24		f 10.07	s 1.17	5.07	156.8	TO	ARTOIS 3.9
50	1.55							f 10.13	f 1.24		160.7		GRAPIT 1.3
33 P	2.10							f	f	5.15	162.0		GREENWOOD 3.4
41 PWK	2.40			8.00AM	6.30AM	12.35		s 10.25	s 1.37	5.20	165.4	Block Signals TO-R	ORLAND 1.6
39 PY				s 8.05AM	6.40AM	12.38		f 10.28	f 1.40	5.23	167.0		WYO 2.0
11								f	f		169.0		MALTON 4.4
26 P	**3.06**					12.46		f 10.38	f 1.52	5.35	173.4		KIRKWOOD 5.1
47 P						12.53		s 10.47	s 2.05	5.45	178.5	TO	CORNING 3.1
44 P	3.25					12.58		f 10.54	f 2.12	**5.58**	181.6		RICHFIELD 4.7
120 YP	3.40AM					1.07AM		s 11.05PM	s 2.22PM	6.10AM	186.3	TO-R	TEHAMA
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.7)
	(6.40)	(0.30)	(7.10)	(0.05)	(0.10)	(2.32)	(0.20)	(3.20)	(3.47)	(3.10)			.... Time over District
	16.60	18.60	10.36	19.20	9.60	43.69	**27.90**	33.21	28.26	34.96			.... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
54	Woodland, Arbuckle, Williams, Maxwell, Willows, Orland, Corning	Receive	Ashland, where train is scheduled to stop.	
12	Woodland	Receive	Ashland, where train is scheduled to stop	
14 44	Elvaton Dufour Ronda			

ADDITIONAL STATIONS:

Elvaton .	89.2
Dufour .	92.1
Ronda . .	93.7
Riz	146.0
Delphos .	126.8

WESTWARD

Time Table No. 124

June 6, 1926

		Distance from Tehama	FIRST CLASS					SECOND CLASS		THIRD CLASS		
			53	541	11	43	57	131	135	233	225	223
			Oregonian	Marysville Sacramento MOTOR	Shasta	Gerber Sacramento Passenger	Gerber Sacramento Passenger	Colusa Branch MIXED	Colusa Branch Passenger	Local Freight	Local Freight	Mdse.
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily Ex. Monday
TO-R	DAVIS 5.1	110.7	s 5.42AM	s 8.10AM	s 8.25AM	s 12.45PM	s 6.05PM			11.59AM	1.40PM	12.35AM
	MERRITT 2.5	105.6	5.29	f 8.01	8.15	f 12.35	f 5.55			11.45AM	1.25	12.25
	MULLEN 1.7	103.1		f 7.54		f 12.29	f 5.49					
TO-R	WOODLAND S. N. R. R. Crossing. 5.0	101.4	5.20	7.50AM	8.07	s 12.25	s 5.45			11.30AM	1.10	12.10AM
TO	YOLO 5.9	96.4	5.10		**7.59**	s **12.16**	s 5.36				**12.16PM**	11.45PM
TO	ZAMORA 2.2	90.5	5.01		7.51	s 12.07	s 5.27				**11.17AM**	11.30
	BRETONA 5.2	88.3	4.57		7.48	f 12.02PM	f 5.22					
TO	DUNNIGAN 3.2	83.1	4.50		7.41	s 11.55AM	s 5.15				10.55	**11.14**
	HERSHEY 1.9	79.9				f	f					**10.50**
	HARRINGTON 5.2	78.0	4.42		7.34	s **11.43**	f 5.06				10.35	10.40
TO	ARBUCKLE 4.1	72.8	4.35		7.27	s 11.30	s 4.59				10.20	10.25
	GENEVRA 0.9	68.7	4.29		7.21	f 11.22	f 4.52				**9.55**	10.10
	MACY 5.7	67.8				f	f				9.15	
TO	WILLIAMS 4.9	62.1	**4.20**		7.13	s 11.13	s 4.43				8.30	9.55
	CORTENA 3.9	57.2	4.12		7.07	f **11.03**	f 4.33					
TO	MAXWELL 5.3	53.3	4.06		7.02	s 10.57	s 4.27				8.00	**9.28**
	DELAVAN 3.8	48.0	3.59		6.55	f 10.48	f 4.18				7.35	9.10
	NORMAN 2.2	44.2	3.54			f	f				7.25	8.55
	LOGANDALE 5.6	42.0	3.50		6.47	f 10.38	f 4.08				7.15	8.45
TO-R	WILLOWS 3.3	36.4	3.42		**6.40**	s 10.30	s 4.00				**6.40AM**	8.30
	LYMAN 3.6	33.1				f	f					
TO	ARTOIS 3.9	29.5	3.30		6.31	s 10.13	s 3.45					8.00
	GRAPIT 1.3	25.6	3.24		6.26	f 10.05	f 3.37					7.45
	GREENWOOD 3.4	24.3				f	f					
Block Signals TO-R	ORLAND 1.6	20.9	3.17		6.20	s 9.58	s 3.30	s 5.00PM	s 2.55PM			7.30
	WYO 2.0	19.3	3.14		6.17	f	f	4.50PM	2.50PM			
	MALTON 4.4	17.3				f 9.47	f 3.21					7.05
	KIRKWOOD 5.1	12.9	**3.06**		6.09	f 9.41	f 3.15					6.55
TO	CORNING 3.1	7.8	2.59		6.02	s 9.33	s 3.07					6.40
	RICHFIELD 4.7	4.7	2.54		**5.58**	s 9.24	f 2.59					6.20
TO-R	TEHAMA	0.0	2.47AM		5.52AM	9.17AM	2.52PM					6.10PM
	(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday
	Time over district		(2.55)	(0.20)	(2.33)	(3.28)	(3.13)	(0.10)	(0.05)	(0.29)	(7.00)	(6.25)
	Average speed per hour		37.95	27.90	43.41	31.93	34.41	9.60	19.20	19.24	10.61	17.24

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders will apply at the Junction Switch at Tehama.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
53	Corning, Orland, Willows, Maxwell, Williams, Arbuckle, Woodland	Receive or Discharge	Sacramento and Port Costa	Weed
43 57	Dufour Ronda	Receive or Discharge		

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	SECOND CLASS	FIRST CLASS			Time Table No. 124 June 6, 1926		FIRST CLASS		THIRD CLASS	
	232 Knights Landing Local Freight	234 Marysville Oroville Mixed		542 Sacramento Marysville MOTOR	Distance from San Francisco	STATIONS	Distance from Oroville	541 Marysville Sacramento MOTOR		233 Knights Landing Local Freight	235 Oroville Marysville Mixed
	Lv. Daily Ex. Sunday	Leave Daily		Leave Daily				Arrive Daily		Ar. Daily Ex. Sunday	Arrive Daily
68 IBKPW	9.30AM			8.15PM	84.9	TO-R WOODLAND 2.3	62.8	s 7.47AM		11.00AM	
16				f	87.2	GARIO 0.5	60.5	f			
23				f 8.22	87.7	PEART 2.4	60.0	f 7.40			
19				f 8.29	90.1	CURTIS 3.9	57.6	f 7.35			
25 P Spur	**10.15**			s 8.40	94.0	TO KNIGHTS LANDING 2.5	53.7	s 7.27		**10.15**	
P	10.45			s 8.47	96.5	R GRACE S. P. Crossing 0.9	51.2	s 7.20		9.30	
2 Spur				f	97.4	BYPASS 7.8	50.3	f			
65				f 9.05	105.2	CHANDLER 2.3	42.5	f 7.02			
29	11.20AM			f	107.5	MARCUSE 4.2	40.2	f 6.58		9.00	
19 W				s 9.17	111.7	TUDOR 1.0	36.5	s 6.50			
8				f	112.7	ABBOTT 3.4	35.5	f 6.47			
31				f 9.27	116.1	OSWALD 1.9	32.1	f 6.40			
43				f 9.32	118.0	BOGUE 2.7	30.2	f 6.36			
19 PI	12.01PM			s 9.37	120.7	YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 6.30		8.20	
Yard				s 9.42	122.1	W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.25			
Yard WPYFIBK	12.30PM	8.30AM		s 9.45PM	122.7	TO-R MARYSVILLE 8.3	25.5	6.20AM		8.00AM	s 3.00PM
19		s 9.05			131.0	RAMIREZ 4.3	17.2				s 2.15
15 P		s 9.30			135.3	HONCUT 6.6	12.9				s 1.50
14		f 9.55			141.9	HEARST 0.9	6.3				f 1.25
35 P		s 10.00			142.8	PALERMO 2.5	5.4				s 1.20
27		f 10.10			145.3	VILLA VERONA 2.9	2.9				f 1.10
Yard WTPK		s 10.30AM			148.2	TO-R OROVILLE	0.0				1.00PM
	Ar. Daily Ex. Sunday	Arrive Daily		Arrive Daily		(62.8)		Leave Daily		Lv. Daily Ex. Sunday	Leave Daily
	(3.00) 12.50	(2.00) 12.75		(1.30) 25.00		....Time over District.... ....Average Speed per hour....		(1.27) 25.86		(3.00) 12.50	(2.00) 12.75

Marysville Yard—See trains on pages 6 and 7.
Trains to and from Oroville, use Marysville Siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS—Laugenour, Saccarus, Coranco, Cunard, Vernon, Coulter, Lee, Wilson, Messick, Mello, Mission, Coxlane and Baggett.

ADDITIONAL STATIONS:—Laugenour 89.4, Saccarus-Mile Post 89.7; Coranco 92.4, Cunard 96.1, Vernon 98.7; Coulter 101.8; Lee 102.7; Wilson 109.2 Messick 114.5; Binney Junction Tower 122.7; Mello 126.5, Mission 131.8, Coxlane 139.2; Baggett 146.5.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS			Time Table No. 124 June 6, 1926		FIRST CLASS	
	132 Passenger	130 Mixed	Distance from San Francisco	STATIONS	Distance from Wyo	129 Mixed	133 Passenger
	Sunday only	Leave Daily Ex Sunday				Arrive Daily Ex Sunday	Sunday only
Yard PY	11.55AM	12.05PM	108.3	R HARRINGTON 4.0	72.1	s 11.15AM	s 11.15AM
40	s 12.05PM	s 12.20	112.3	COLLEGE CITY 3.7	68.1	s 11.00	s 11.00
33	f	f	116.0	GRAINO 4.8	64.4	f	f
101 W	s 12.25	s 12.45	120.8	TO GRIMES 3.6	59.6	s 10.30	s 10.30
30	f	f	124.4	SYCAMORE 4.4	56.0	f	f 10.17
35	f	f	128.8	DOLAN 4.2	51.6	f	f
97	s 12.55	s 1.45	133.0	TO COLUSA 10.2	47.4	s 9.40	s 9.55
50	f	f	143.2	STEGEMAN 2.7	37.2	f	f
39 W	s 1.25	s 2.35	145.9	PRINCETON 4.5	34.5	s 8.50	s 9.25
33	s	s 2.55	150.4	CODORA 5.2	30.0	s 8.35	s 9.15
64	s	s	155.6	GLENN 6.5	24.8	s	s
40	f 2.05	f	162.1	ORDBEND 3.8	18.3	f	f 8.50
33	f	f	165.9	ROTAVELE 4.1	14.5	f	f
84 W	s 2.25	s 4.15	170.0	TO HAMILTON 10.4	10.4	s 7.20	s 8.30
42 PY	s 2.50PM	s 4.50PM	180.4	WYO	0.0	6.40AM	8.05AM
	Sunday only	Arrive Daily Ex Sunday		(72.1)		Leave Daily Ex Sunday	Sunday only
	(2.55) 24.72	(4.45) 15.17		....Time over District.... ....Average speed per hour....		(4.35) 15.73	(3.10) 22.76

ADDITIONAL STATIONS: Denco 137, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS: Nos. 129, 130, 132 and 133 at roadcrossing near 138f, 148f, Denco, Moda, Nadine Spur and Cory.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.		SECOND CLASS		Time Table No. 124 June 6, 1926		THIRD CLASS
		266 Fruto Mixed	Distance from San Francisco	STATIONS	Distance from Fruto	267 Willows Mixed
		Leave Saturday Only				Arrive Saturday Only
64 WFYBKP		7.00AM	149.9	TO-R WILLOWS 2.4	17.0	s 9.10AM
7 Spur		f	152.3	LOSA 3.5	14.6	f
20		f 7.20	155.8	KURAND 3.8	11.1	f 8.55
10		f 7.35	159.6	MILLSHOLM 4.0	7.3	f 8.40
9		f 7.50	163.6	ATHENA 3.3	3.3	f 8.25
19 PT		s 8.00AM	166.9	R FRUTO	0.0	8.10AM
		Arrive Saturday Only		(17.0)		Leave Saturday Only
		(1.00) 17.00		....Time over District.... ....Average speed per hour....		(1.00) 17.00

Westward trains are superior to trains of the same class in the opposite direction.

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS 264 Local Freight Leave Mon., Wed., Fri.	FIRST CLASS 162 Sacramento Placerville Motor Leave Daily	Distance from San Francisco		Time Table No. 124 June 6, 1926 STATIONS	Distance from Placerville	WESTWARD FIRST CLASS 161 Placerville Sacramento Motor Arrive Daily	THIRD CLASS 265 Local Freight Arrive Tues., Thurs., Sat.
WFTYPBK	6.30AM	3.00PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.45AM	12.15PM
	Via Elvas	Via Elvas	89.3		S. N. R. R. Crossing 0.3	59.4	Via Elvas	Via Elvas
			89.6		JCT. SWITCH, R STREET 0.1	59.1		
			89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0		
			90.2		Central California Traction Crossing 0.6	58.5		
I			90.8		Western Pacific Crossing 1.2	57.9		
I			92.0		S. N. R. R. Crossing 0.3	56.7		
Yard			92.3		HOMESTEAD 2.4	56.4		
89 WP	6.50	s 3.17	94.7	TO-R	BRIGHTON S. P. Crossing. 1.2	54.0	s 9.28	11.50AM
29	6.55	s 3.20	95.9		PERKINS 1.6	52.8	s 9.26	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	7.05	f 3.26	98.9		MAYHEW 1.8	49.8	f 9.21	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	7.20	s 3.33	101.6	TO	MILLS 1.8	47.1	s 9.17	11.15
35	7.30	f 3.37	103.4		MATHER 1.0	45.3	f 9.14	11.05
35 P	8.25	s 3.40	104.4	R	CITRUS 3.0	44.3	9.12 s 8.57	10.00
18	8.35	f 3.47	107.4		NIMBUS 0.9	41.3	f 8.51	9.45
31	8.48	f	108.3		ALDER CREEK 1.8	40.4	f 8.48	
35		f 3.53	110.1		NATOMA 1.0	38.6	f 8.43	9.35
25 WY	9.30	s 3.58	111.8	TO-R	FOLSOM 6.9	37.6	s 8.40	9.30
9	10.25	f 4.13	118.0		WHITE ROCK 8.1	30.7	f 8.22	8.50
15	11.20	f 4.34	126.1		LATROBE 5.3	22.6	f 8.04	8.04
6	11.50AM	f 4.50	131.4		DUGAN 5.5	17.3	f 7.49	7.40
27	12.45PM	s 5.05	136.9		SHINGLE SPRINGS 5.8	11.8	s 7.33	7.20
32	1.30	s 5.23	142.7		EL DORADO 2.3	6.0	s 7.17	6.55
23	1.45	s 5.31	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 7.10	6.45
Yard WTK	2.00PM	s 5.40PM	148.7	TO-R	PLACERVILLE	0.0	7.00AM	6.30AM
	Arrive Mon., Wed., Fri.	Arrive Daily			(59.9)		Leave Daily	Leave Tues., Thurs., Sat.
	(7.30)	(2.40)			Time over District		(2.30)	(5.45)
	7.98	22.46			Average speed per hour		23.96	10.42

No. 161 will occupy main track at station Placerville 6.45 a.m. to 7.00 a.m. Daily.

Water—One mile east of Dugan.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:—Nos. 161 and 162 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Prattrock, Ramona, Cothrin, Flonellis, Brela, Brandon, Bullard, Bennett, Cummings and Apex.

ADDITIONAL STATIONS:—Ramona, 95.5,—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3, Soudan, 103.7,—Salsbury, 105.2,—Nagle, 111.3,—Prattrock, 111.4,—Maltby, 119.4,—Harvey, 121.7,—Cothrin, 123.1,—Flonellis, 127.6,—Swift, 127.8,—Brela, 128.1,—Brandon, 129.8,—Bullard, 131.7,—Bennett, 134.0,—Cummings, 140.4,—Apex, 147.7.

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS		FIRST CLASS 164 Fair Oaks Motor Leave Daily	Distance from San Francisco		Time Table No. 124 June 6, 1926 STATIONS	Distance from Fair Oaks	WESTWARD SECOND CLASS 165 Fair Oaks Motor Arrive Daily	FOURTH CLASS
35 P			8.58AM	104.4	R	CITRUS 1.9	1.9	s 9.11AM	
15 PT			s 9.03AM	106.3	TO-R	FAIR OAKS	0.0	9.05AM	
			Arrive Daily			(1.9)		Leave Daily	
			(0.05)			Time over District		(0.06)	
			22.80			Average speed per hour		19.00	

Capacity of Sidings in Car Lengths
Terminal Yard WFTYPBK
Yard
Yard P
Yard
60
60
66 P
55
44
61 PWY

Capacity of Sidings in Car Lengths
Term Yard
18 P
13
Term Yard

14.70 22.05 22.05 22.05 22.05 22.05 22.05 14.70

Westward trains are superior to trains of the same class in the opposite direction.

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay if any.

Form 2191-B

TELEGRAM

Operator's Service

C. S.

Time Filed:__________M

(COPY)

234-9 H HO Sacramento 120PM Nov. 4th, 1926

R. L. R.
FSMcF
J. T. S.
H. P. T.
E. B. C.
- San Francisco.

My W-159 of 2nd. It has now been decided to operate mixed service on Lake Tahoe Branch on Saturdays only connecting with boat leaving Tahoe. This service to remain in effect until Nov. 30th. Agency at Tahoe will also be retained until that date.

Leave Truckee	8:45 AM	arrive	Tahoe	9:45 AM
Leave Tahoe	10:00 AM	arrive	Truckee	1100 AM

W. L. Hack
1:33 PM

EASTWARD							WESTWARD				
	THIRD CLASS	SECOND CLASS	FIRST CLASS			Time Table No. 124		FIRST CLASS		THIRD CLASS	
Capacity of sidings in car lengths.	232	234		542	Distance from San Francisco	June 6, 1926	Distance from Oroville	541		233	235
	Knights Landing Local Freight	Marysville Oroville Mixed		Sacramento Marysville MOTOR				Marysville Sacramento MOTOR		Knights Landing Local Freight	Oroville Marysville Mixed
	Lv. Daily Ex. Sunday	Leave Daily		Leave Daily		STATIONS		Arrive Daily		Ar. Daily Ex. Sunday	Arrive Daily
68 IBKPW	9.30AM			8.15PM	84.9	TO-R WOODLAND 2.3	62.8	s 7.47AM		11.00AM	
16				f	87.2	GARIO 0.5	60.5	f			
23				f 8.22	87.7	PEART 2.4	60.0	f 7.40			
19				f 8.29	90.1	CURTIS 3.9	57.6	f 7.35			
25 P Spur	**10.15**			s 8.40	94.0	TO KNIGHTS LANDING 2.5	53.7	s 7.27		**10.15**	
P	10.45			s 8.47	96.5	R GRACE S. P. Crossing 0.9	51.2	s 7.20		9.30	
2 Spur				f	97.4	BYPASS 7.8	50.3	f			
65				f 9.05	105.2	CHANDLER 2.3	42.5	f 7.02			
29	11.20AM			f	107.5	MAROUSE 4.2	40.2	f 6.58		9.00	
19 W				s 9.17	111.7	TUDOR 1.0	36.5	s 6.50			
8				f	112.7	ABBOTT 3.4	35.5	f 6.47			
31				f 9.27	116.1	OSWALD 1.9	32.1	f 6.40			
43				f 9.32	118.0	BOGUE 2.7	30.2	f 6.36			
19 PI	12.01PM			s 9.37	120.7	YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 6.30		8.20	
Yard				s 9.42	122.1	W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1	s 6.25			
Yard WPYFIBK	12.30PM	8.30AM		s 9.45PM	122.7	TO-R MARYSVILLE 8.3	25.5	6.20AM		8.00AM	s 3.00PM
19		s 9.05			131.0	RAMIREZ 4.3	17.2				s 2.15
15 P		s 9.30			135.3	HONCUT 6.6	12.9				s 1.50
14		f 9.55			141.9	HEARST 0.9	6.3				f 1.25
35 P		s 10.00			142.8	PALERMO 2.5	5.4				s 1.20
27		f 10.10			145.3	VILLA VERONA 2.9	2.9				f 1.10
Yard WTPK		s 10.30AM			148.2	TO-R OROVILLE	0.0				1.00PM
	Ar. Daily Ex. Sunday	Arrive Daily		Arrive Daily		(62,8)		Leave Daily		Lv. Daily Ex. Sunday	Leave Daily
	(3.00)	(2.00)		(1.30)		Time over District		(1.27)		(3.00)	(2.00)
	12.50	12.75		25.00		Average Speed per hour		25.86		12.50	12.75

Marysville Yard—See trains on pages 6 and 7.
Trains to and from Oroville, use Marysville Siding.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS—Laugenour, Saccarus, Coranco, Cunard, Vernon, Coulter, Lee, Wilson, Messick, Mello, Mission, Coxlane and Baggett.

ADDITIONAL STATIONS:—Laugenour 89.4, Saccarus-Mile Post 89.7; Coranco 92.4, Cunard 96.1, Vernon 98.7; Coulter 101.8; Lee 102.7; Wilson 109.2 Messick 114.5; Binney Junction Tower 122.7; Mello 126.5, Mission 131.8, Coxlane 139.2; Baggett 146.5.

EASTWARD					WESTWARD		
	FIRST CLASS			Time Table No. 124		FIRST CLASS	
Capacity of sidings in car lengths.	132	130	Distance from San Francisco	June 6, 1926	Distance from Wyo	129	133
	Passenger	Mixed				Mixed	Passenger
	Sunday only	Leave Daily Ex Sunday		STATIONS		Arrive Daily Ex Sunday	Sunday only
Yard PY	11.55AM	12.05PM	108.3	R HARRINGTON 4.0	72.1	s 11.15AM	s 11.15AM
40	s 12.05PM	s 12.20	112.3	COLLEGE CITY 3.7	68.1	s 11.00	s 11.00
33	f	f	116.0	GRAINO 4.8	64.4	f	f
101 W	s 12.25	s 12.45	120.8	TO GRIMES 3.6	59.6	s 10.30	s 10.30
30	f	f	124.4	SYCAMORE 4.4	56.0	f	f 10.17
35	f	f	128.8	DOLAN 4.2	51.6	f	f
97	s 12.55	s 1.45	133.0	TO COLUSA 10.2	47.4	s 9.40	s 9.55
50	f	f	143.2	STEGEMAN 2.7	37.2	f	f
39 W	s 1.25	s 2.35	145.9	PRINCETON 4.5	34.5	s 8.50	s 9.25
33	s	s 2.55	150.4	CODORA 5.2	30.0	s 8.35	s 9.15
64	s	s	155.6	GLENN 6.5	24.8	s	s
40	f 2.05	f	162.1	ORDBEND 3.8	18.3	f	f 8.50
33	f	f	165.9	ROTAVELE 4.1	14.5	f	f
84 W	s 2.25	s 4.15	170.0	TO HAMILTON 10.4	10.4	s 7.20	s 8.30
42 PY	s 2.50PM	s 4.50PM	180.4	WYO	0.0	6.40AM	8.05AM
	Sunday only	Arrive Daily Ex Sunday		(72.1)		Leave Daily Ex Sunday	Sunday only
	(2.55)	(4.45)		Time over District		(4.35)	(3.10)
	24.72	15.17		Average speed per hour		15.73	22.76

ADDITIONAL STATIONS: Denco 137, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS: Nos. 129, 130, 132 and 133 at roadcrossing near 138f, 148f, Denco, Moda, Nadine Spur and Cory.

EASTWARD					WESTWARD	
		SECOND CLASS		Time Table No. 124		THIRD CLASS
Capacity of sidings in car lengths.		266	Distance from San Francisco	June 6, 1926	Distance from Fruto	267
		Fruto Mixed				Willows Mixed
		Leave Saturday Only		STATIONS		Arrive Saturday Only
64 WFYBKP		7.00AM	149.9	TO-R WILLOWS 2.4	17.0	s 9.10AM
7 Spur		f	152.3	LOSA 3.5	14.6	f
20		f 7.20	155.8	KURAND 3.8	11.1	f 8.55
10		f 7.35	159.6	MILLSHOLM 4.0	7.3	f 8.40
9		f 7.50	163.6	ATHENA 3.3	3.3	f 8.25
19 PT		s 8.00AM	166.9	R FRUTO	0.0	8.10AM
		Arrive Saturday Only		(17.0)		Leave Saturday Only
		(1.00)		Time over District		(1.00)
		17.00		Average speed per hour		17.00

Westward trains are superior to trains of the same class in the opposite direction.

	EASTWARD				Time Table No. 124 June 6, 1926		WESTWARD	
Capacity of Sidings in Car Lengths	THIRD CLASS 264 Local Freight	FIRST CLASS 162 Sacramento Placerville Motor	Distance from San Francisco		STATIONS	Distace from Placerville	FIRST CLASS 161 Placerville Sacramento Motor	THIRD CLASS 265 Local Freight
	Leave Mon., Wed., Fri.	Leave Daily					Arrive Daily	Arrive Tues., Thurs., Sat.
WFTYPBK	6.30AM	3.00PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.45AM	12.15PM
			89.3		S. N. R. R. Crossing 0.3	59.4		
			89.6		JCT. SWITCH, R STREET 0.1	59.1		
			89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0		
			90.2		Central California Traction Crossing 0.6	58.5		
I	Via Elvas	Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elvas	Via Elvas
I			92.0		S. N. R. R. Crossing 0.3	56.7		
Yard			92.3		HOMESTEAD 2.4	56.4		
89 WP	6.50	s 3.17	94.7	TO-R	BRIGHTON S. P. Crossing. 1.2	54.0	s 9.28	11.50AM
29	6.55	s 3.20	95.9		PERKINS 1.6	52.8	s 9.26	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	7.05	f 3.26	98.9		MAYHEW 1.8	49.8	f 9.21	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	7.20	s 3.33	101.6	TO	MILLS 1.8	47.1	s 9.17	11.15
35	7.30	f 3.37	103.4		MATHER 1.0	45.3	f 9.14	11.05
35 P	8.25	s 3.40	104.4	R	CITRUS 3.0	44.3	9.12 s 8.57	10.00
18	8.35	f 3.47	107.4		NIMBUS 0.9	41.3	f 8.51	9.45
31	8.48	f	108.3		ALDER CREEK 1.8	40.4	f 8.48	
25		f 3.53	110.1		NATOMA 1.0	38.6	f 8.43	9.35
25 WY	9.30	s 3.58	111.8	TO-R	FOLSOM 6.9	37.6	s 8.40	9.30
9	10.25	f 4.13	118.0		WHITE ROCK 8.1	30.7	f 8.22	8.50
15	11.20	f 4.34	126.1		LATROBE 5.3	22.6	f 8.04	8.04
6	11.50AM	f 4.50	131.4		DUGAN 5.5	17.3	f 7.49	7.40
27	12.45PM	s 5.05	136.9		SHINGLE SPRINGS 5.8	11.8	s 7.33	7.20
32	1.30	s 5.23	142.7		EL DORADO 2.3	6.0	s 7.17	6.55
23	1.45	s 5.31	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 7.10	6.45
Yard WTK	2.00PM	s 5.40PM	148.7	TO-R	PLACERVILLE	0.0	7.00AM	6.30AM
	Arrive Mon., Wed., Fri.	Arrive Daily			(59.9)		Leave Daily	Leave Tues., Thurs., Sat.
	(7.30)	(2.40)			Time over District		(2.30)	(5.45)
	7.98	22.46			Average speed per hour		23.96	10.42

No. 161 will occupy main track at station Placerville 6.45 a.m. to 7.00 a.m. Daily.

Water—One mile east of Dugan.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:—Nos. 161 and 162 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Prattrock, Ramona, Cothrin, Flonellis, Brela, Brandon, Bullard, Bennett, Cummings and Apex.

ADDITIONAL STATIONS:—Ramona, 95.5,—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3, Soudan, 103.7,—Salsbury, 105.2,—Nagle, 111.3,—Prattrock, 111.4,—Maltby, 119.4,—Harvey, 121.7,—Cothrin, 123.1,—Flonellis, 127.6,—Swift, 127.8,—Brela, 128.1,—Brandon, 129.8,—Bullard, 131.7,—Bennett, 134.0,—Cummings, 140.4,—Apex, 147.7.

	EASTWARD					Time Table No. 124 June 6, 1926		WESTWARD	
Capacity of Sidings in Car Lengths	THIRD CLASS		FIRST CLASS 164 Fair Oaks Motor	Distance from San Francisco		STATIONS	Distance from Fair Oaks	SECOND CLASS 165 Fair Oaks Motor	FOURTH CLASS
			Leave Daily					Arrive Daily	
35 P			8.58AM	104.4	R	CITRUS 1.9	1.9	s 9.11AM	
15 PT			s 9.03AM	106.3	TO-R	FAIR OAKS	0.0	9.05AM	
			Arrive Daily			(1.9)		Leave Daily	
			(0.05)			Time over District		(0.06)	
			22.80			Average speed per hour		19.00	

	EASTWARD						Time Table No. 124 June 6, 1926		WESTWARD		
Capacity of Sidings in Car Lengths				SECOND CLASS 532 Sacramento Walnut Grove MIXED	Distance from San Francisco		STATIONS	Distance from Walnut Grove	SECOND CLASS 533 Walnut Grove Sacramento MIXED		
				Leave Daily					Arrive Daily		
Terminal Yard WFTYPBK				8.30AM	88.8	TO-R	SACRAMENTO 0.5	24.6	s 5.50PM		
Yard					89.3		S. N. R. R. Crossing 0.3	24.1			
Yard P				8.35	89.6		JCT. SWITCH R STREET 2.2	23.8	5.42		
Yard				f 8.41	91.8		BATHS 2.4	21.6	f 5.36		
60				f 8.48	94.2		DEL RIO 3.3	19.2	f 5.30		
60				s 8.57	97.5		FREEPORT 7.8	15.9	s 5.20		
66 P				s 9.17	105.3		HOOD 4.0	9.5	s 5.00		
55				f 9.30	107.9		LAMBERT 3.3	5.5	f 4.47		
44				f	111.2		MOFUBA 2.2	2.2	f		
61 PWY				s 9.45AM	113.4	TO-R	WALNUT GROVE	0.0	4.30PM		
				Arrive Daily			(24.6)		Leave Daily		
				(1.15)			Time over District		(1.20)		
				19.68			Average speed per hour		18.45		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS:— Nos. 532 and 533 at Front and M Street Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

ADDITIONAL STATIONS:—Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

	EASTWARD							Time Table No. 124 June 6, 1926		WESTWARD			
Capacity of Sidings in Car Lengths		SECOND CLASS 158 Mixed	SECOND CLASS 156 Mixed	FIRST CLASS 154 Passenger	FIRST CLASS 152 Passenger	Distance from San Francisco		STATIONS	Distance from Tahoe	SECOND CLASS 151 Passenger	SECOND CLASS 153 Passenger	THIRD CLASS 155 Mixed	THIRD CLASS 157 Mixed
		Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term Yard		9.00AM	5.40AM	8.20PM	4.40PM	208.0	TO-R	TRUCKEE 4.1	14.7	s 7.50PM	s 10.10PM	s 8.30AM	s 4.00PM
		f	f	f	f	212.1		HEADLAND 1.5	10.6	f	f	f	f
		f 9.20	f 5.55	f 8.35	f 4.55	213.6		DENVALE 0.1	9.1	f 7.33	f 9.53	f 8.13	f 3.35
		f	f	f	f	213.7		McPHETRES 1.0	9.0	f	f	f	f
18 P		f 9.25	f 5.58	f 8.38	f 4.58	214.7		BIG CHIEF 1.0	8.0	f 7.30	f 9.50	f 8.10	f 3.30
		f	f	f	f	215.7		BULLS HEAD 1.0	7.0	f	f	f	f
13		f 9.32	f 6.05	f 8.45	f 5.05	216.7		SQUAW CREEK 0.9	6.0	f 7.25	f 9.45	f 8.05	f 3.22
		f	f	f	f	217.6		OLD ROAD 0.9	5.1	f	f	f	f
		f 9.39	f 6.09	f 8.49	f 5.09	218.5		DEER PARK 2.0	4.2	f 7.21	f 9.41	f 8.01	f 3.15
		f	f 6.14	f 8.54	f 5.14	220.5		RAMPART 1.5	2.2	f 7.16	f 9.36	f 7.56	f
		f	f	f	f	222.0		STILLWATER 0.7	0.7	f	f	f	f
Term Yard		s 10.00AM	s 6.20AM	s 9.00PM	s 5.20PM	222.7	TO-R	TAHOE	.0	7.10PM	9.30PM	7.50AM	3.00PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			14.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(1.00)	(0.40)	(0.40)	(0.40)					(0.40)	(0.40)	(0.40)	(1.00)
		14.70	22.05	22.05	22.05					22.05	22.05	22.05	14.70

Westward trains are superior to trains of the same class in the opposite direction.

SACRAMENTO YARD—INBOUND, VIA ELVAS.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

Time Table No. 124 June 6, 1926 STATIONS	Distance from Brighton	13	5	19	9	21	24	256	64	33	161	1	254	265	32	15	23	286	219	35	55	68	229	38
		San Francisco Express	Nevada Express	Pacific Limited	Fast Mail	St. Louis Express	Tonopah Express	Sunset Manifest	Puget Sound Express	Colfax Sacramento Motor	Placerville Sacramento Motor	San Francisco Overland Limited	Ogden Manifest	Local Freight	San Francisco Sacramento Passenger	Southern California Express	Sparks San Francisco Passenger	Local Freight	Freight	Colfax Sacramento Passenger	Dunsmuir Sacramento Passenger	Fresno Sacramento Passenger	Local Freight	San Francisco Sacramento Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tues. Thursday Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Block Signals / Double Track: TO-R SAC. PASS. STA.	6.0	3.40AM	4.05AM	4.50AM	6.00AM	6.45AM	7.00AM		9.15AM	9.25AM	9.45AM	10.35AM			1.30PM	2.00PM	2.05PM			5.30PM	6.30PM	8.20PM		9.20PM
1.0																								
12TH STREET	5.0													12.15PM				4.20PM	5.00PM				9.00PM	
2.0																								
ELVAS	3.0	3.28AM	3.53AM	4.38AM	5.48AM	6.33AM	6.50	8.30AM	9.05	9.13AM	9.33	10.23AM	11.00AM	12.01PM	1.20	1.48PM	1.53PM	4.00	4.45PM	5.18PM	6.18PM	8.10	8.45PM	9.10
3.0																								
TO-R BRIGHTON	0.0						6.45AM	7.50AM	9.00AM		9.28AM		10.25AM	11.50AM	1.15PM			3.50PM				8.05PM		9.05PM
(6.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

Time Table No. 124 June 6, 1926 STATIONS	Distance from San Francisco	10	16	264	65	36	285	222	31	56	24	2	162	34	22	58	63	230	20	6	257
		Atlantic Express	Oregon Express	Local Freight	Sacramento Fresno Passenger	Colfax Passenger	Local Freight	Portland Fast Freight	Sacramento San Francisco Passenger	Sacramento Dunsmuir Passenger	Tonopah Express	San Francisco Overland Limited	Sacramento Placerville Motor	Sacramento Colfax Motor	St. Louis Express	Sacramento Gerber Passenger	Southern California Express	Nevada MDSE.	Pacific Limited	Nevada Express	Sunset Manifest
		Leave Daily	Leave Daily	Lv. Mon. Wed. Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
Block Signals / Double Track: TO-R SAC. PASS. STA.	88.8	1.15AM	1.40AM		7.10AM	7.30AM			9.00AM	10.35AM	10.45AM	2.35PM	3.00PM	3.40PM	4.40PM	4.50PM	5.30PM		7.35PM	10.15PM	
1.0																					
12TH STREET	89.8			6.30AM			7.40AM	8.40AM										6.45PM			
2.0																					
ELVAS	91.8	1.27AM	1.52AM	6.40	7.20	7.42AM	7.55	8.55AM	9.10	10.47AM	10.57AM	2.47PM	3.12	3.52PM	4.52PM	5.02PM	5.40	7.00PM	7.47PM	10.27PM	11.40PM
3.0																					
TO-R BRIGHTON	94.8			6.50AM	7.25AM		8.05AM		9.15AM				3.17PM				5.45PM				12.15AM
(6.0)		Arrive Daily	Arrive Daily	Ar. Mon. Wed. Friday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily

EASTWARD Capacity of sidings in car lengths.			Distance from San Francisco	Time Table No. 124 June 6, 1926 STATIONS	WESTWARD Distance from Josephine		
P			96.5	R GRACE	20.8		
				0.4			
30 P			96.9	MARCHANT	20.4		
				1.5			
33			98.4	MACKERT	18.9		
				2.0			
39 WP			100.4	ROBBINS	16.9		
				1.3			
33 P			101.7	SEYMOUR	15.6		
				3.4			
55 P			105.1	SUBACO	12.2		
				2.1			
33			107.2	PELGER	10.1		
				2.1			
55 P			109.3	EVERGLADE	8.0		
				1.9			
51 P			111.2	HINSDALE	6.1		
				0.6			
YP			111.8	SHEFFIELD	5.5		
				1.5			
44			113.3	TISDALE	4.0		
				1.9			
15 (Spur)			115.2	PROGRESS	2.1		
				2.1			
24 35 (Spur)			117.3	JOSEPHINE	0.0		
				(20.8)			
				Time over District			
				Average speed per hour			

EASTWARD Capacity of sidings in car lengths.			Distance from San Francisco	Time Table No. 124 June 6, 1926 STATIONS	WESTWARD Distance from Karnak		
30 P			96.9	MARCHANT	2.5		
				0.7			
26			97.6	ENSLEY	1.8		
				1.8			
5 P			99.4	KARNAK	0.0		
				(2.5)			
				Time over District			
				Average speed per hour			

Time Table superiority of schedule trains and train orders of all trains apply to end of double track at Brighton.

EASTWARD Capacity of sidings in car lengths.	FIRST CLASS			600 Mixed	Distance from San Francisco	Time Table No. 124 June 6, 1926 STATIONS	Distance from Stirling City	WESTWARD SECOND CLASS 601 Mixed			
				Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday			
Yard FYWBKP				6.00AM	184.2	TO-R CHICO	31.2	s 12.50PM			
						2.4					
No Siding					186.6	S. N. R. R. Crossing	28.8				
						2.7					
				f	189.3	DREDGE	26.1	f			
						3.3					
18				f	192.6	CROUCH	22.8	s			
						5.6					
21 WP				s 7.10	198.2	PARADISE	17.2	s 11.45AM			
						5.0					
12				s 7.30	203.2	MAGALIA	12.2	s 11.15			
						3.0					
3 P				s 7.50	206.2	APPLETON	9.2	s 10.55			
						3.8					
10 (Spur) WP				s 8.10	210.0	DOON	5.4	s 10.30			
						5.4					
P Yard Y				s 8.40AM	215.4	TO-R STIRLING CITY	0.0	10.00AM			
				Arrive Daily Ex. Sunday		(31.2)		Leave Daily Ex. Sunday			
				(2.40)		Time over District		(2.50)			
				11.70		Average speed per hour		11.01			

Westward trains are superior to trains of the same class in the opposite direction.

Emergency water supply, Stirling City.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS: Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

ADDITIONAL STATIONS: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6 Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

SPECIAL INSTRUCTIONS.

"SAFETY FIRST"

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

San Francisco	S. A. Pope, Supervisor of Time Service, 65 Market St.
Sacramento	H. T. Harger, 1008 "K" St.
Roseville	H. T. Harger
Sparks	Adams & Davidson Co.
Oroville	O. W. Halstead
Marysville	Leo J. Smith
Chico	J. R. Dupen
Willows	E. W. Wright
Placerville	N. H. Burger & Son

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 and 73. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Stockton Division to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register:

Chico
Willows } Trains originating and terminating.
Harrington

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

RULE 83 (B). At open train-order offices trains may register by ticket as follows: Nos. 11, 12, 14, 53 and 54 at Woodland, Orland and Tehama.
Nos. 13, 15 and 16 at Tehama.
First-class trains at Roseville Yard, Colfax and Truckee.

Roseville (Passenger Station).—First-class trains via Roseville-Gerber line.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom, will on return to the Junction, register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance card before leaving Marysville, Colfax, Norden and Truckee, also at Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks need not go to or obtain a clearance card at those stations.

RULE 93. SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 1,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

COLFAX YARD.—Within yard limits of Colfax the main track may be used protecting against first class trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

BLUE CANON.—Within yard limits of Blue Canon yard the main track may be used by eastward trains protecting against first class eastward trains. All trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

TAHOE YARD.—From a point 1000 feet west of west switch Stillwater.

MARYSVILLE YARD.—Between a point 1,000 feet west of Rupert Spur, to a point just east of Binney Jct. to a point 4,100 feet east of Binney Jct. switch on Woodland-Oroville line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS (Salt Lake Div.)—Between a point one and one-half miles west of Reno and a point east of Sparks on Salt Lake Division.

YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee,
Blue Canon,
Colfax,
Willows,
Chico
Woodland,
Orland,
Folsom.

RULE D 97 (A). On double track trains may run extra moving with the current of traffic without running orders between Elvas and Brighton, Sacramento and Sparks, but helper engines returning from Emigrant Gap westward must obtain clearance at Emigrant Gap Junction.

RULE 98. DRAW-BRIDGES NOT INTERLOCKED

Sacramento River at Knights Landing.
Sacramento River at Tehama.
Trains must not stop on draw-bridge at Knights Landing.

RULE D-151. On double track between Sparks and East end of Tunnel No. 41 signals used by trackmen will be placed on the left of the track in direction of movement.

RULE D-152. Does not apply between 15th Street and Sacramento River bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville yard office.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high. Overlaps are located at: Wyo.

RULE 876. Standing air brake tests must be made at:

Summit,
Stirling City,
Placerville.

RULE 887. Will not apply on heavy grades where necessary to work steam to water column. Helper engines coupled in middle or rear of train must be detached from the forward portion of train before taking water.

AUTOMATIC BLOCK SYSTEM

When signals 889, 890, 891, 892 and 893, in Sacramento yard, indicate "stop," trains will not proceed until signal indicates "proceed" or hand signals are given by switchtender, green flag by day, green light by night. In foggy or stormy weather, flagman must precede train when signal indicates "stop."

Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for movement to Loomis on No. 4 track.

On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution, not exceeding six miles an hour.

Distant signals only are operated at Ewing, Brock, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution when switch is open or a train occupies main track between signal and switch.

INTERLOCKING

SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will display normal indication "stop" and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will display normal indication "proceed." This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.

Limits extend from home and dwarf signals 350 feet west of bridge to home interlocking signal at east end of bridge.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.

Limits extend from home signal 400 feet west of tower to home signal 700 feet east of tower.

ELVAS—Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, from Brighton to Roseville by lower signal.

Last paragraph Rule 628 is amended permitting towerman at Elvas to give signals from tower instead of on the ground.

Whistle signal governing routes as follows:

To Roseville, one long and one short, ——— o.
To Sacramento, three long and one short, ——— ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, two short, two long, o o ——— ———.
To spur, one short, two long, o ——— ———.

Limits on Sacramento-Roseville line extend from home signal 1400 feet west of tower to home signal 900 feet east of tower. On Elvas-Brighton line extend to home signal opposite automatic signal 1357 on eastward track and to dwarf signal 400 feet east of signal 1357 on westward track.

SNODGRASS SLOUGH.—Draw-bridge located approximately two miles west of Walnut Grove, on Walnut Grove line, interlocked.

When signal indicates "stop," trains must not move over draw-bridge until flagman has preceded the train and ascertained that bridge is closed and track safe.

NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific R. R. and Woodland-Oroville line.

Limits extend from a point 450 feet west of tower to a point 450 feet east of tower.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R. Whistle signals governing routes as follows:

Main Track to or from Gerber, one long, one short ——— o.
Main Track to or from Oroville, two short, two long, o o ——— ———.
Siding to or from Gerber, one short, three long, o ——— ——— ———.
Siding to or from Oroville, three long, one short, ——— ——— ——— o.
Siding to or from west leg of wye, three short, two long, o o o ——— ———.
Main Track to or from west leg of wye, two long, three short, ——— ——— o o o.
Main Track to or from east leg of wye, one short, one long, one short, one long, o ——— o ———.
To Spur, one short, two long, o ——— ———.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to home signal 500 feet east of tower. On Oroville line extend from signal bridge to home signal 950 feet east.

LIVE OAK TOWER.—Crossing Sacramento Northern R. R. one half mile east of Live Oak. Eastward trains, when standing on main track to meet trains at Live Oak, will stop west of east house track switch to avoid holding interlocking signal against such trains.

Limits extend from home signal 500 feet west of tower to home signal 400 feet east of tower.

WOODLAND.—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, one short, ——— o.
For Tehama to or from house track, three long, one short, ——— ——— ——— o.
For Knights Landing to or from siding, one short, three long, o ——— ——— ———.

Limits on Davis-Tehama line extend from home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

MISCELLANEOUS

1. All available retainers on passenger trains while in motion will be used as follows:

Westward trains, Summit to Long Ravine Bridge, New England Mills to Loomis, Stirling City to Mile Post 188, eastward trains Norden to Truckee.

When train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one blast of air signal whistle.

2. All available retainers on freight trains will be used as follows:

Westward trains, Summit to Long Ravine Bridge, New England Mills to Loomis, Stirling City to Mile Post 188; eastward trains Norden to Truckee.

4. Freight trains and light engines, except Mallets, on descending grade will make a stop of ten minutes at the following stations to permit wheels to cool, trainmen ill make a careful inspection of all cars, and enginemen inspect engine.

Stanford: (Between switches.)
Hinton: (Inspection may be made at Floriston instead of Hinton when that station can be made ahead of passenger train schedules.)
Summit.
Norden. (Eastward Trains).
Troy.
Yuba Pass.
Midas.
Gold Run.
Colfax.
Flint (Except westward freight trains that stop and take siding at Auburn, will inspect at Auburn instead of Flint).
Latrobe.
Paradise.
Doon.
Crouch.

Westward freight trains will stop five (5) minutes between switches at Knapp Siding, equalizing wheel temperature.

Passenger trains stop at Paradise 5 minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

5. All freight trains stop and make rear end air brake test immediately before leaving Summit, Norden or Tunnel 6. Road engineer, helper engineers and conductors are responsible for brake pipe pressure throughout the train.

If standard air pressure of 80 pounds as indicated on air gauge on engines or caboose falls to 70 pounds on westward freight trains between Lake View and Summit, immediate action must be taken to stop train before passing over summit of grade.

6. After standing air brake, rear end test is made by eastward freight trains, trainmen will watch trains out of Norden.

7. Air plugs must be used on all freight trains between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

8. When handling train lots of light loads, such as solid trains of automobiles on descending grades, trainmen will alternate the retainers in the same manner as at present is customary in handling train lots of empties, Rule No. 54—Care and operation of brakes and air signal apparatus.

9. On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

10. At intermediate stations where mail is dispatched while trains are in motion speed will be reduced sufficiently to avoid injury to passengers or others who may be standing on station platforms.

11. The Train Staff system is in operation Lake View to Table and Smart to Emigrant Gap on No. 1 track.

Signal indications are given by light signals.

If signal shows red light, train must take siding.

If signal shows yellow light, train must proceed with caution, on main track, prepared to stop at staff crane.

If signal shows green light, train must proceed on main track expecting to receive staff.

Light signal located 60 feet east of east switch Lake View. Indications as follows:
Red:—Take siding.
Yellow:—Proceed on main track prepared to stop at home staff signal.
Green:—Proceed.

12. Westbound home staff signal located two hundred feet east of east switch of cross-over at Smart, indication as follows:
Red:—Stop and stay.
Green:—Proceed. staff in crane Smart—Emigrant Gap block.

When eastward automatic signal 1736 is at stop do not proceed until given proceed signal from operator.

SPECIAL SIGNALS GOVERNING TUNNEL SIX ARE AS FOLLOWS:

13. Westward double home signal 200 feet east of east portal of Tunnel 6.

Upper light red, and lower light red:—Stop and stay until signal indicates proceed. If delayed use telephone.

Upper light green, lower light red:—Proceed, switch lined for main track and Tunnel Six-Summit main track staff in crane on left side of main track.

Upper light red, lower light green:—Proceed, switch lined for siding and Tunnel Six siding staff in crane on right of siding opposite office.

If only one light or no light is shown, stop and telephone Tunnel Six for instructions. Telephone located 50 feet west of signal on opposite side of track.

Switch handled by Tunnel Six staff operator.

14. Eastward home signal 300 feet west of Tunnel Six staff crane, on right side of main track.
Red:—Stop. If delayed send a member of crew to staff office for instructions.
Yellow:—Proceed to staff crane.
Green:—Proceed.

15. Eastward home signal 300 feet west of Tunnel Six staff crane, on right of siding.
Red:—Stop. If delayed send a member of crew to staff office for instructions.
Yellow:—Proceed with caution to staff crane.
Green:—Proceed.

16. When westward trains are put on siding at Tunnel Six, helper engines of freight trains will cut out on run-around track (on north side) at east end of Tunnel Six siding, and helpers of passenger trains will cut out at "Siding Staff Limit" sign, or when required to hold main track, trains will cut out helpers between Summit and Tunnel Six.

17. When cutting helpers on westbound freight trains at Tunnel Six, head portion of train must not be moved until rear of train is coupled and rear end test made.

18. Train order signals Crystal Lake:

Westward signal located two thousand (2000) feet east of station on right of track in direction of train movement.

Eastward signal located one hundred (100) feet west of Tunnel No. 37 on left of track in direction of train movement.

These train order signals carry identification "Train Order Sig." in illuminated letters on signal mast.

Indication of these train order signals will be by lights only. Red light indicates "Stop," Green light indicates "Proceed."

When trains reach a point approximately three hundred (300) feet from these train order signals, if no train orders, light will change from "Stop" (Red) to "Proceed" (Green).

If signal is first seen in "Proceed" indication (Green) clearance card must be obtained.

When approaching Crystal Lake train order signals, enginemen will not sound signal 14-J or acknowledge "Proceed" by sounding signal 14-G as required by Rule 221.

Westward trains moving through siding will not be governed by train order signal, but must obtain clearance card before leaving Crystal Lake.

SACRAMENTO—ROSEVILLE—BRIGHTON

41. Tracks between Sacramento and Roseville numbered as follows:
No. 1 Track, Westward main track
No. 2 Track, Eastward main track.

42. Westward trains via Brighton having cars to set out at Elvas will use east end of center siding using switch at road crossing.

43. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at switch near road crossing.

44. 5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6 and 7.

45. Southern Pacific trains will approach Western Pacific R.R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

46. Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

47. Trains and yard engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street, Seventh Street and Fifteenth Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night.

48. Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

49. Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Eastward and westward Southern Pacific trains running on Front Street, Sacramento, and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets, and will proceed on hand signals from flagmen on the ground in the center of the crossing, flagman using a green flag by day, and a green light by night.

Sacramento northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing, and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day, and a yellow light by night.

ROSEVILLE—SPARKS

51. Tracks between Roseville and Sparks numbered as follows:
No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Auburn, Nevada Street.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one-half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

52. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and Knapp and Truckee at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.

53. Mallet engines, 2-10-2 engines, 4-10-2 engines and Mikado engines should not be operated over the following tracks:
Penryn, fruit spurs west of station.
Newcastle, all spurs.
Flint, Standard Oil spur.
Auburn, high line.
Nev. St., Auburn, spurs.
W. Applegate, spur.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur.
Blue Canon, oil spur.
Clipper Gap, team track east of road crossing.
W. New England Mills, spur, west of tool house.
Blue Canon, Greek spur east of oil column.

54. On eastward trains from Roseville for the mountain, ten empties must be placed immediately behind head engine; this to apply when trains are made up of mixed loads and empties. Also, it must be distinctly understood that all trains for the mountain be made up with steel underframe cars between head engine and pusher engines; this to include Colfax set out. Steel frame cars for Colfax must be placed immediately behind head engine, and wooden frame cars for Colfax will be placed next to the caboose.

55. On account of storage tanks of Standard Oil Company near tracks at Enwood do not sand flues of engines when passing these tanks, nor until after engine has passed Enwood.

56. Crews of light engines moving westward, with instructions to deliver engines to roundhouse at Colfax, in making movement through cross-over east of passenger station to the round-house lead switch, may do so without complying with Rule D-152 and without protecting against current of traffic, except when on the time of a first-class eastward train or during foggy or stormy weather, in which case proper protection must be provided.

Eastward trains, except first-class, must stop before fouling the switch of roundhouse lead connecting with the eastward main track, and before proceeding, must know that the track to the cross-over east of the passenger station is clear.

57. When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derail; engine will then return for rear of train in usual manner.

58. The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

59. Eastward freight trains with helpers to cut at Norden will take siding at Norden.

60. Train No. 9 will stop five (5) minutes at Midas for inspection and to permit of heat equalizing through wheels.

61. Trains stopped by signals 1932 and 1934 located at clearance point of east end of Siding No. 2 track at Norden, will wait ten (10) minutes, then be preceeded by flagman according to rule and follow flagman ten (10) minutes.

67. The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

68. When Shay engines are being handled light or in trains must not exceed four miles an hour over derailing switch in main track on crossover just east of the station on siding at Summit.

69. Mallet Engines will not be operated over the following switches:
Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, Cisco.
Spur switches, Yuba Pass.

The following spurs may be used only part way by Mallet engines, such distance in each case being shown below:
Andover, outfit spur, 3 car lengths back of frog.
Lake View, 6 car lengths back of frog.
Soda Springs, to corral chute.
Campbell Spur, Cisco, to corral chute.

MISCELLANEOUS—Continued.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST

71. Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

All crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

72. Normal position turntables on Truckee District will be as follows:

Blue Canon	West approach, on account of repair platform on west end.
Emigrant Gap	East approach, with motor on east end.
Cisco	East approach, with motor on east end.
Norden	East approach to Eastward Track.
Andover	West approach.

Train and enginemen using these tables must leave them lined as shown above.

Box No.	ALARM BOX LOCATIONS	Mile Post
3	300 feet east of east portal Tunnel No. 1	...
4	¾ mile east of Blue Canon	...
5	300 feet west of Signal 1687 (Gunter)	...
6	Fulda. 200 feet east of Signal 1697	...
7	Signal 1707, 500 feet east of west switch Emigrant Gap	...
8	Cross-over east of turntable house, Emigrant Gap	...
9	Between Smart and Emigrant Gap	173
12	Between Smart and Yuba Pass	174
13	Between Smart and Yuba Pass	175
14	In first shed west of Yuba Pass	...
15	East switch of Summer siding, Yuba Pass	...
16	End of shed east of portal Tunnel No. 36	...
17	West end of center siding, Crystal Lake	178
18	West end Butte Canyon Bridge	179
19	200 feet west of west cross-over, Cisco	180
21	End of shed east portal Tunnel No. 39	181
22	1½ miles east of Cisco	182
23	½ mile west of cross-over, Tamarack	183
24	½ mile east of cross-over, Tamarack	184
25	Between Tamarack and Troy	185
26	¼ mile west of west switch, Troy on No. 1 track	...
27	East switch, Troy	186
28	600 feet east of Lower Cascade Bridge	187
29	¼ mile east of Upper Cascade Bridge	188
31	Between Spruce and Soda Springs	189
32	In first shed west of Soda Springs	190
33	300 feet east of cross-overs, Soda Springs	...
34	Castle Creek Bridge (Culvert 190-0)	...
35	East switch of west run-around track on No. 1 track, Summit	...
36	1000 feet west of west portal Tunnel No. 6	193
37	East portal Tunnel No. 6	194
38	Between Tunnels No. 9 and 10	195
39	West Switch, Lake View	...
41	1 mile east of Lake View	197
42	½ mile east of cross-overs, Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	199½
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	...
47	At Andover Station	201
48	In turntable house, Summit	...
49	East switch of run-around on No. 2 track, Norden	...
51	East switch of siding on No. 2 track, Norden	...
52	West portal Tunnel No. 41	...
53	Center of Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows:

One—East. Two—West. Three—Broken rail.

Four—Track men. Five—Slide. Six—Fire.

74. Engines using Wye at Tahoe will back around east leg, head around west leg. Account curvature west leg of Wye.

ROSEVILLE-GERBER

76. Trains on the Roseville-Gerber line when calling in flagman from the east at Roseville, will give six long sounds of the whistle.

77. Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

No locomotive, train or car shall be operated over highway crossing except between the hours of 7:30 P. M. and 7:30 A. M.

All trains, motors, engines or cars must stop before crossing the highway and must not proceed to cross highway until Conductor or other competent employee has gone upon the crossing to ascertain if it is safe to do so and until suitable signal to proceed has been given.

78. West end of Nelson siding, between cross-over just east of station building and extreme west switch, may be occupied by cars for commercial loading.

79. Oil trains in valley district will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow; to be made up in this manner when consist of mixed loads and empties.

80. Trains must pass over S. N. R. R. crossing 9th Street Chico with caution.

81. Sidings at Los Molinos, Nord and Lomo and team track, Mill spur and Earl Fruit spur Marysville must not be used by mikados, mallets, or 2-10-2 type engines.

DAVIS-TEHAMA

82. Trains when calling in flagman from the west on west side of valley Tehama, will give six long sounds of the whistle.

83. Trains when calling in flagman from the east at Davis, on Davis-Tehama Line, will give six long sounds of the whistle.

84. Siding at Harrington will be used as follows: West end west of crossover as westward siding; East end east of crossover as eastward siding; Junction switch located at crossover.

85. Track 2 of the two tracks paralleling the main track at Wyo will be used as siding. All cars to be stored at this point should be placed on Track 1 with east and west ends providing proper clearance for clear movement through Track 2.

CHICO-STIRLING CITY

89. Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

90. Two engines must not be coupled together on Stirling City line. Helper engines must be cut back in train.

91. The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

92. Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

WOODLAND-OROVILLE

94. Trains to and from Woodland-Oroville line will use Woodland siding but **have no time-table authority. Switches of this siding will be set to lead from Knights** Landing line.

95. Trains must stop within two hundred feet of Sacramento Northern R. R. crossing at Yuba City, and Knights Landing draw-bridge before crossing.

96. Trains when calling in flagman from Swayne Lumber Co. logging road at Oroville, will give six long sounds of the whistle.

97. Trains will pass over S. P. R. R. crossing at Grace with caution.

SACRAMENTO-PLACERVILLE

100. The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

101. Trains when calling in flagman from the east at Brighton on Sacramento-Placerville line will give six long sounds of the whistle.

SPECIAL SIGNALS

Signal 1706 at Emigrant Gap.

Indications as per following:

Rule 501, Fig. 6—Stop and proceed as per Rule 509.

Rule 504, Fig. 7—Proceed.

Rule 503, Fig. 2—Proceed prepared to stop at next home signal.

Rule 502, Fig. 3—Take siding.

Disc signals located 2,000 feet east of east switch at Gold Run and on signal mast 1520 near west switch Gold Run and at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light; proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M—Hold Main Track.

X—Take cross over for roundhouse and be governed by special Rule No. 56, page 14, of time table, covering this movement.

1—Take No. 1 siding at cross over east of road crossing.

2—Take No. 2 Siding at East Switch.

No light—Proceed, if train orders or schedule permits.

Junction switch located 150 feet east of S. P. R. R. crossing at Brighton, on Sacramento-Placerville line, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas, the lower arm governs movement to R Street.

Junction switch at Tehama will be normally lined for movement via Chico, upper arm signal 2119 will govern Gerber-Roseville line; lower arm will govern Tehama-Davis line.

Normal indication of signal 2118 will be "proceed;" normal indication of signal 2116 will be "stop."

Trains from Tehama-Davis line will not pass Signal 2116 until junction switch is lined for Tehama-Davis line and will then be governed by Rule 509.

LOCATION OF CROSS-OVERS:

NEAREST STATION	MILE	TYPE AND CHARACTER
Hopfen	134.5	Trailing point, 125 feet from head-block of spur.
Elvas	91.8	Trailing point, 17 feet from head-block of wye.
Swanston-East	93.7	Trailing point, 613 feet from spur.
Benali-West	94.3	Trailing point, 132 feet from west head-block of siding.
" -East	95.1	Trailing point, 130 feet from east head-block of siding.
Walerga-East	99.4	Trailing point.
Rocklin-West	110.1	Trailing point, 138 feet to west head-block.
" -East	110.6	Trailing point, 120 feet to west head-block.
Loomis	112-H	Trailing point, from westward track to No. 4 track, head-block on westward track 30 feet east of 112-H.
Newcastle-West	120.1	Facing point, 600 feet west of station.
" -East	120.2	Trailing point, 250 feet east of station.
Bowman	129.1	Trailing point, 200 feet west of station.
Clipper Gap	131.5	Trailing point, 300 feet east of station, connecting with east end of westward siding.
Colfax-West	141.3	Facing point, 1400 feet west of station.
" -Middle	141.8	Facing point, 700 feet east of station.
" -East	142.2	Trailing point, 2500 feet east of station.
Magra	148.2	Trailing point, 1400 feet west of station.
Gold Run-West	152.0	Trailing point, 1300 feet west of station.
" " -Station	152.1	Facing point, 400 feet west of station.
Dutch Flat	154.2	Trailing point, 700 feet east of station.
Towle	156.5	Trailing point, 1600 feet west of station.
Forebay	163.0	Trailing point, opposite station.
Blue Canon	166.8	Trailing point, 1200 feet east of station.
" "	166.9	Facing point, 1600 feet east of station.
Emigrant Gap		Trailing point.
Yuba Pass	176.1	Trailing point.
Cisco		Facing and trailing points.
Tamarack		Trailing point.
Soda Springs		Trailing point.
Norden		Facing and trailing points.
Eder		Facing and trailing points.
Andover	201.0	Facing and Trailing points, 594 feet west.
Prosser Creek	214.0	Trailing point, 3366 feet east.
Boca	216.0	Trailing point, 2046 feet east.
Floriston	222.0	Trailing point, 410 feet west.
Mystic	226.0	Trailing point, 570 feet east.
Lawton	238.0	Trailing point, 200 feet east.

SPEED RESTRICTIONS

Speed of passenger trains must not exceed 50 miles per hour.

Speed of freight or mixed trains must not exceed 35 miles per hour.

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other speed restrictions specified:

Pages	Between	Passenger	Freight or Mixed	Engines and Motor Cars Backing	Motors Backing thru yards and over Highway Crossings
2-3	Sacramento—Elvas........	15	15	15	10
2-3	Elvas—Roseville..........	50	35	20	10
2	Roseville to Colfax........	50	35	20	10
2	Colfax to Blue Canon (No. 2 Track..................	35	25	15	10
3	Blue Canon to Loomis (No. 1 Track..................	35	20	15	10
3	Loomis to Roseville (No. 1 Track..................	50	25	20	10
4-5	Blue Canon—Truckee.....	30	20	15	10
4	Truckee to Sparks.........	40	35	15	10
5	Sparks to Truckee (No. 1 Track)..................	50	35	20	10
11	Truckee—Tahoe..........	40	30	20	10
6-7	Roseville—Gerber.........	50	35	20	10
8-9	Davis—Tehama..........	50	35	20	10
10	Woodland—Marysville....	45	35	20	10
10	Marysville—Oroville......	35	25	20	10
10	Harrington—Wyo.........	30	25	20	10
10	Willows—Fruto...........	20	15	12	10
11	Brighton—Folsom.........	50	35	20	10
11	Citrus-Fair Oaks..........	25	20	15	10
11	Folsom—Placerville.......	30	15	12	10
11	Sacramento—Walnut Grove	30	20	15	10
12	Grace—Josephine.........	30	20	15	10
12	Marchant—Karnak........	30	20	15	10
12	Chico and M.P. 188 {Stirling City Br.}	30	25	20	10
12	M. P. 188 and Stirling City	20	12	12	10

Speed of trains regulated by ordinance through city limits:

15 Miles Per Hour

Sacramento
Rocklin
Lincoln
Wheatland
Gridley
Corning
Orland
Willows
Reno

On curves of 6 degrees trains must not exceed 40 miles per hour and on curves of 7 to 10 degrees 30 miles per hour.

Mallet Mogul engines 4200 to 4211 inclusive, consolidation, and mikado engines must not exceed 40 miles per hour.

Mallet consolidation engines must not exceed 25 miles per hour on tangent and 20 miles per hour on curves.

4-10-2 type engines must not exceed 45 miles per hour on tangent and 25 miles per hour on curves of 7 to 10 degrees.

Maximum allowable speed of 2-10-2 and 4-10-2 type engines in passenger service as follows:

(a) On tangent track, 45 miles per hour.

(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger power.

(c) Type F-3) F-4) F-5) Restricted to 25 miles per hour on curves of 7 to 10 degrees inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.

2-10-2 and 4-10-2 type engines must not exceed 25 miles per hour between Truckee and Blue Canon and other points where slow boards indicate 30 miles per hour for passenger trains.

Trains with Mallet engines must not exceed 8 miles per hour and trains with other classes of engines 15 miles per hour when using cross-overs, turn-outs and on sidings, and run with caution through interlocking plants.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Flangers operating between Lawton and Colfax must not exceed 30 miles per hour and be governed by other speed restrictions.

Trains handling loaded Flint hoppers will not exceed twenty-five (25) miles per hour.

SACRAMENTO-ROSEVILLE-BRIGHTON

Trains and engines must not exceed 15 miles per hour through Elvas interlocking plant.

Trains and engines must not exceed 12 miles per hour over crossing just east of Sacramento River Bridge and over Lincoln Street crossing, Roseville.

Where speed of passenger trains is restricted to 50 miles per hour speed of No. 9 is restricted to 60 miles per hour.

ROSEVILLE-SPARKS

Trains must not exceed 20 miles per hour over Long Ravine bridge east of Colfax on Nos. 1 and 2 tracks.

Westward freight trains must not exceed 15 miles per hour when passing eastward passenger trains on parallel track between Emigrant Gap and Long Ravine bridge.

No. 9 reduce to six miles per hour passing Colfax station to dispatch mail.

Trains must not exceed 12 miles per hour over siding Tunnel Six.

Engines must not exceed 12 miles per hour on balloon track at Truckee.

Eastward trains must not exceed 12 miles per hour between west switch and yard office at Sparks.

ROSEVILLE-GERBER

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Speed of all trains will be restricted to 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

5000 Class Engines must not exceed twenty-five (25) miles per hour between Live Oak Tower and Biggs; twenty (20) miles per hour between Biggs and Bridge 175-A; twenty (20) miles per hour between Soto and Vina; and twenty-five (25) miles per hour between Vina and Tehama.

Trains handling cars of oil reduce speed to twenty-five (25) miles an hour between Mile Post 200 and Los Molinos.

DAVIS-TEHAMA

Trains must not exceed 12 miles per hour over Court Street crossing, Woodland.

WILLOWS-FRUTO

Freight trains must not exceed twelve miles per hour on curves between Kurand and Fruto.

WOODLAND-OROVILLE

Trains must not exceed 12 miles per hour over Long Trestle east of Knights Landing.

Trains must not exceed 12 miles per hour over railroad crossing Second Street east of Yuba City station.

Trains must not exceed fifteen (15) miles per hour over Tisdale By-Pass crossing.

SACRAMENTO-PLACERVILLE

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over.

CHICO-STIRLING CITY

Engines must not exceed 12 miles per hour on balloon track Stirling City.

Switch engines must not exceed 10 miles per hour between Chico and Stirling City and must not exceed 6 miles per hour over Shoo Fly around Doon Tunnel.

WALNUT GROVE BRANCH

Trains and engines must not exceed six (6) miles per hour over Spreckels Sugar Co. Spur at Walnut Grove Wharf.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1..................	3000 to 3009..........................	63	45120 lbs.
MC-1.................	4000 to 4001..........................	53	42760 lbs.
MC-2.................	4002 to 4016..........................	53	42760 lbs.
MC-4.................	4017 to 4028..........................	53	43130 lbs.
MC-6.................	4029 to 4043..........................	53	43230 lbs.
MC-6.................	4044 to 4048..........................	53	42680 lbs.
MK-2.................	3200 to 3202, 3205, 3206, 3210, 3211.	49	46140 lbs.
MK-4.................	3216 to 3230, 3232 to 3235..........	49	45560 lbs.
MM-2.................	4200 to 4211..........................	56	46300 lbs.
T-6..................	{2187, 2190, 2194, 2200, 2203, 2204, 2205.........}	50	22740 lbs.
T-6..................	2197, 2208............................	45	24110 lbs.
T-28.................	{2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.........}	54	46220 lbs.
TW-2.................	2946, 2948 to 2953....................	43	25860 lbs.
TW-4.................	2926 to 2931..........................	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen and must not be construed to authorize exceeding speed restrictions.

LIST OF SURGEONS.

LOCATION	NAME	TITLE
San Francisco..............	Dr. F. K. Ainsworth....................	Chief Surgeon.
Sacramento.................	Dr. A. M. Henderson....................	Division Surgeon.
Sacramento.................	Dr. G. L. Stevenson....................	District Surgeon.
Sacramento.................	Dr. J. Roy Jones.......................	Aurist.
Sacramento.................	Dr. E. C. Turner.......................	Oculist.
Roseville..................	Dr. B. Woodbridge......................	District Surgeon.
Roseville..................	Dr. J. L. Fanning......................	Asst. District Surgeon.
Rocklin....................	Dr. H. D. Fletcher.....................	District Surgeon.
Loomis.....................	Dr. P. D. Barnes.......................	District Surgeon.
Newcastle..................	Dr. L. B. Barnes.......................	District Surgeon.
Alta.......................	Dr. B. F. Howard.......................	Emergency Surgeon.
Auburn.....................	Dr. G. H. Fay..........................	District Surgeon.
Colfax.....................	Dr. H. M. Kanner.......................	District Surgeon.
Dutch Flat.................	Dr. R. Heidrich........................	District Surgeon.
Blue Canon.................	Dr. H. N. Miner........................	District Surgeon.
Truckee....................	Dr. J. H. Bernard......................	District Surgeon.
Floriston..................	Dr. Alex. Patterson....................	District Surgeon.
Reno.......................	Dr. W. H. Hood.........................	Consulting Surgeon.
Reno.......................	Dr. Horace J. Brown....................	District Surgeon.
Reno.......................	Dr. M. R. Walker.......................	Assistant District Surgeon.
Reno.......................	Dr. John A. Fuller.....................	Oculist and Aurist.
Lincoln....................	Dr. F. E. McCullough...................	District Surgeon.
Wheatland..................	Dr. F. W. Didier.......................	District Surgeon.
Marysville.................	Dr. E. E. Gray.........................	District Surgeon.
Live Oak...................	Dr. I. W. Higgins......................	District Surgeon.
Gridley....................	Dr. W. S. Lavy.........................	District Surgeons.
Biggs......................	Dr. O. C. Hawkins......................	Emergency Surgeon.
Durham.....................	Dr. A. C. Muller.......................	District Surgeon.
Chico......................	Dr. O. Stansbury.......................	District Surgeon.
Chico......................	Dr. N. T. Enloe........................	Associate District Surgeon.
Los Molinos................	Dr. J. H. Belyea.......................	District Surgeon.
Gerber.....................	Dr. F. J. Bailey.......................	District Surgeon.
Davis......................	Dr. W. E. Bates........................	District Surgeon.
Davis......................	Dr. Thomas E. Cooper...................	Assistant District Surgeon.
Woodland...................	Dr. H. D. Lawhead......................	District Surgeon.
Arbuckle...................	Dr. H. S. Powis........................	District Surgeon.
Williams...................	Dr. Ney M. Salter......................	District Surgeon.
Colusa.....................	Drs. W. T. Rathburn and C. O. Poage....	Emergency Surgeons.
Willows....................	Dr. C. W. Lund.........................	District Surgeon.
Orland.....................	Dr. S. Iglick..........................	District Surgeon.
Stirling City..............	Dr. F. H. Lay..........................	District Surgeon.
Corning....................	Dr. Robt. H. Burney....................	District Surgeon.
Oroville...................	Dr. E. A. Kusel........................	District Surgeon.
Folsom.....................	Dr. Geo. H. Sanderson..................	District Surgeon.
Placerville................	Dr. W. A. Reckers......................	District Surgeon.
Paradise...................	Dr. A. C. Muller.......................	District Surgeon.
Hamilton...................	Dr. Mary B. Poket......................	Emergency Surgeon.
Yuba City..................	Dr. Smith McMullen.....................	District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeons.

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Sacramento	Hospital
"	Baggage Room
Fair Oaks	Freight House
Hood	" "
Walnut Grove	Baggage Room
Lincoln	" "
Wheatland	" "
Marysville	" "
Gridley	" "
Biggs	" "
Chico (2)	" "
Oroville	" "
Knights Landing	Freight House

Woodland	Baggage Room
Williams	" "
Willows (2)	" "
Roseville	Power House
"	Car Dept.
"	Yard Office
"	Station
"	Hospital
"	Store Dept.
Rocklin	Baggage Room
Loomis	" "
Penryn	" "
Newcastle	" "

Auburn	Baggage Room
Colfax	" "
Dutch Flat	" "
Towle	" "
Blue Canon (2)	" "
" "	Tool Car
Cisco	Baggage Room
Summit	" "
Truckee(3)	" "
Floriston	" "

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
"	ROSEVILLE
"	GERBER
"	SPARKS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
	SACRAMENTO YARD	
	Shop Yard	Oil House West of Store No. 1...Side
	Shop Yard	Sand spurs Nos. 1 and 2...Overhead
	Shop Yard	Machine Shop spur...Side
	Shop Yard	Roundhouse spur...Side
	Shop Yard	Track No. 2 Bone Yard Track...Side
	Shop Yard	Track No. 3 Laundry...Side
	Shop Yard	Track No. 2 Scrap Dock...Side
	Shop Yard	Track No. 3 Scrap Dock...Side
	Shop Yard	Track No. 9 Car Shop No. 5 (Tree)...Side
	Shop Yard	Track No. 5 Car Shop No. 5 (Tree)...Side
	6th and H Streets	Western Meat spur...Side
	6th Street	New Foundry Track...Side
	6th Street	Coke spur...Side
	6th Street	Foundry Track 6th Street...Side
	R between 11th & 12th	Lawrence Warehouse...Side
	R between 20th & 21st	Sacramento Valley Winery spur...Side
	R between 21st & 22nd	Barley spur Buffalo Brewery...Side
	R between 21st & 22nd	Buffalo Brewery spur...Overhead & Side
	R between 21st & 22nd	California Winery spur...Side
	B between 11th & 12th	Phoenix Mill spur...Side
	B between 8th & 9th	Consumers Ice Co. Track...Side
	3rd to 6th Streets	Track No. 4 Rolling Mill...Side
	6th Street	Water Tank...Side
	15th & N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur...
	13th & 14th on B St	Unloading pit center of Track, Clark and Henry spur...
	4th & R Streets	Sacramento Vegetable Growers Assn...Side
	5th & R Streets	Virden Packing Co. spur...Overhead & Side
	Front St. between M & N	Sacramento Northern Guy Pole...Side
	Walnut Grove Connection	2nd Street to Front St. Yard...Overhead
	Front St. between H & I	Stulsaft spur...Overhead
	SACRAMENTO-SPARKS—EASTWARD.	
94.9	Ben Ali	Cannon Phillips spur...Overhead & Side
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant...Side
106.6	Roseville	Car bodies & Lbr. on rip track...Side
	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3...
	Rocklin	Kesty Quarry spur...Overhead
	Rocklin	Henderson Quarry spur...Overhead & Side
	Rocklin	Pernu Quarry spur...Overhead
	Rocklin	Elickson Quarry spur...Overhead
110.6	Rocklin	Cal. Granite spur, Rocklin, Quar...Side
110.6	Rocklin	Stock Chute on Corral Track...Side
	E. of Rocklin	Antelope Creek bridge...Side
114.2	E. of Rocklin	Tunnel No. 15...Overhead
114.8	E. of Rocklin	Tunnel No. 16...Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17...Overhead
120.5	E. of Newcastle	Tunnel No. 18...Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19...Overhead
123.2	E. of Newcastle	Tunnel No. 20...Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21...Overhead
131.2	E. of Bowman	Tunnel No. 22...Overhead
132.7	E. of Clipper Gap	Tunnel No. 23...Overhead
132.9	E. of Clipper Gap	Tunnel No. 24...Overhead
133.1	E. of Clipper Gap	Tunnel No. 25...Overhead
133.3	E. of Clipper Gap	Tunnel No. 26...Overhead
133.8	E. of Clipper Gap	Tunnel No. 27...Overhead
134.8	E. of Applegate	Tunnel No. 28...Overhead

Mile Post	LOCATION	DESCRIPTION
	SACRAMENTO-SPARKS—EASTWARD—Continued	
136.0	E. of Applegate	Tunnel No. 29...Overhead
138.7	E. of N. E. Mills	Tunnel No. 30...Overhead
139.2	E. of Lander	Tunnel No. 31...Overhead
139.4	E. of Lander	Tunnel No. 32...Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425 Side
141.7	Colfax	Water Col. W. of Station W. B...Side
144.5	E. of Colfax	Tunnel No. 33...Side & Overhead
144.7	E. of Colfax	Tunnel No. 34...Side & Overhead
152.2	Gold Run	Mail Crane...Side
	Gold Run	Water Tank West end of Yard...Side
152.4	E. of Gold Run	Oil & Water columns...Side
165.5	Blue Canon	Water Columns...Side
208.0	Truckee	Roundhouse portals...Side
208.0	Truckee	Oil sump doorways...Side
215.0	Prosser Creek	Ice House...Side
215.0	Prosser Creek	Support post for ice conveyor...Side
216.3	Boca	Ice House No. 7...Side
216.3	Boca	Support post for ice conveyor...Side
	Hinton	Highway Bridge...Side & Overhead
232.4	Verdi	Box factory platform...Side
242.9	Reno	Transfer track...Side
242.9	Reno	Buffalo Brewing Co. platform...Side
	COLFAX-ROCKLIN—WESTWARD	
132.7	W. of Applegate	Tunnel No. 0...Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track...Side
124.5	Auburn	Lowell Warehouse, hill track...Side
124.5	Auburn	Fruit House Track, hill track...Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding...Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding...Side
123	W. of Flint	Cut...Side
122	W. of Flint	Cut West of 122...Side
	W. of Flint	Cut West of 122-G...Side
	W. of Flint	Cut West of 122-H...Side
	W. of Flint	Bloomer Cut...Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co...Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse...Side
	ROSEVILLE-GERBER	
117.0	Lincoln	Diamond Match Co., Lumbershed...Side
	Clayton	Stockton Fire Brick Co., Spur...Overhead
140.8	Marysville	W. T. Ellis Warehouse...Side
140.8	Marysville	Stock Corral Fence...Side
140.8	Marysville	Buckeye Mill platform...Side
140.8	Marysville	Marysville Ice & C.S.Co. platform...Side
122.0	Marysville, E Street	Yuba Construction Co., platform...Side
161.4	Biggs	Water Tank...Side
161.4	Biggs	Doty Warehouse...Side
161.4	Biggs	Rice Mill Siding...Side & Overhead
	CHICO-STIRLING CITY	
199.6	Ostrander	Cattle Guard...Side
206.2	Appleton	Station platform...Side
	WOODLAND-TEHAMA	
89.2	Elvaton	De Pue Gravel Hoist...Side & Overhead
103.2	Dunnigan	Water Tank...Side
117.6	Genevra	Water Tank...Side
124.2	Williams	Bartlett Water Co., shed platform...Side
124.2	Williams	Stoval-Wilcox Wholesale platform...Side & Overhead
124.2	Williams	Williams Warehouse Co., platform...Side
129.1	Cortena	Colusa & Lake Freight House platform...Side
133.0	Maxwell	Water Tank...Side

Mile Post	LOCATION	DESCRIPTION
	WYO-HARRINGTON	
120.8	Grimes	Water Spout...Overhead
145.9	Princeton	Water Spout...Overhead
150.4	Codora	Warehouse...Side
165.9	Rotavele	Elevator...Side
177.4	Hamilton	Boiler House of sugar factory...Side
177.4	Hamilton	Shed over beet unloading track...Overhead
	DAVIS-OROVILLE	
80.7	Merritt	Freight house platform siding...Side
107.5	Marcuse	Warehouse platform, siding...Side
111.4	Tudor	Freight house platform siding...Side
111.4	Tudor	Water Tank...Side
112.4	Abbott	Earl Fruit Co. bldg. siding...Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot.Overhead
135.0	Honcut	Stock corral chute...Side
135.0	Honcut	Station platform...Side
135.0	Honcut	Brown's Warehouse...Side
147.9	Oroville	C. L. Bills cement warehouse...Side
147.9	Oroville	Olive Produce Co. porch...Side
147.9	Oroville	Ice House platform...Side
	Sheffield	Platform on wye...Side
	SACRAMENTO-PLACERVILLE	
91.5	Sacramento, 23rd & R	Contractors' spur, building...Side
	Brighton	Unloading pit center of track A. Teichert Co. spur.
95.9	Perkins	Perkins' Store...Side
98.9	Mayhew	Humphrey Packing house platform...Side
98.9	Mayhew	Earl Fruit Co. platform...Side
122.3	Cothrin	Rock Cut...Side
126.4	Latrobe	Rock Cut...Side
126.5	E. of Latrobe	Rock Cut...Side
128.6	E. of Latrobe	Rock Cut...Side
148.7	Placerville	Water Tank...Side
	SACRAMENTO-WALNUT GROVE	
93.0	Charles	Stock Chutes at 93-A...Side
113.4	Walnut Grove	Pacific Fruit Bldg...Side

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,800	96,200	....
Baggage (Dynamo)	....	101,400	....
Baggage and Mail 60'	....	97,800	92,000
Baggage and Mail 69'	78,800	124,900	86,100
Baggage and Passenger	66,800	....	....
Club	....	135,300	121,400
Club (Dynamo)	....	145,700	....
Business	114,200	178,500	141,600
Chair	84,300	99,200	....
Coaches	75,300	101,200	....
Dining	130,600	150,400	143,400
Express, Horse	96,200	....	....
Express, Refr. (Am. Ry. Exp.) #40 to 154	....	....	78,000
" " " " " #155 to 224	....	....	89,000
" " " " " #500 to 506	....	....	110,000
" " " " " #1101 to 1175	....	....	85,000
" " (GN RR)	70,000	....	....
" " (NP RR)	60,000	....	74,000
" " (PFE) Series 500 to 799	....	....	83,000
Observation	121,700	144,000	128,100
Postal 40'	....	71,800	....
Postal 60'	....	113,800	....
Pullman Observation	124,000	148,000	142,000
" Parlor	115,000	149,000	142,000
" Standard Sleeper (Except Fort and Cape Series)	125,000	152,000	145,000
Pullman Standard Sleeper (Fort and Cape Series)	....	156,000	....
Pullman Tourist	94,000	....	133,000
Tea and Silk	48,000	....	....

RATING OF ENGINES—SACRAMENTO DIVISION—In M's.

Corrected to November 1924.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
E-2	E-69 18/24 59	1373, 1375	150	2210	....	....	....	....	1850	....	....	1930	1250	....	....
E-2	E-69 18/24 61	1374, 1376 to 1381													
E-5	E-69 18/24 69	1383-1386-1387-1389-1390-1392 1394-1396-1397-1401	165	2430	....	....	....	....	2040	....	....	2120	1370	....	....
E-4	E-69 18/24 65	1384, 1388, 1391, 1398, 1399	160	2360	....	....	....	....	1980	....	....	2060	1340	....	....
E-8	E-69 18/28 75	1421	170	2900	....	....	....	....	2350	....	....	2530	1590	....	....
E-1	E-73 18/24 63	1432	160	2250	....	....	....	....	1890	....	....	1970	1280	....	....
E-23	E-73 20/24 92	1445 to 1458	190	3310	....	....	....	....	2780	....	....	2890	1880	....	....
E-24	E-69 18/26 73	1459 to 1463	165	2600	....	....	....	....	2120	....	....	2270	1430	....	....
E-24	E-69 18/26 74	1464 to 1467, 1469, 1471	165	2580	....	....	....	....	2100	....	....	2250	1410	....	....
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	2510	....	....	....	....	2050	....	....	2190	1380	....	....
E-25	E-69 18/26 69	1475	150												
M-4	M-63 20/28 126	1615 to 1719 (Saturated)	190	4280	1160	620	1730	730	3380	1240	780	3740	2300	....	....
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803 (Superheated)	200	5260	1450	800	2150	930	4160	1550	990	4610	2840	530	980
M-6	M-63 21/28 144	1725 to 1769, 1780 to 1803 (Saturated)	195	4880	1330	730	1980	850	3860	1430	910	4270	2620	480	910
M-6	M-63 21/28 153-S	1823 to 1825	200	5250	1440	790	2140	920	4150	1540	980	4600	2830	530	980
M-9	M-63 21/28 156-S	1826, 1827	210	5540	1530	840	2270	980	4390	1490	1050	4850	2990	570	1050
T-16	T-63 18/24 75	2014	140	2200	....	....	....	....	1800	....	....	1920	1210	160	350
T-10	T-57 18/24 86	2134 to 2152	160	2780	....	....	....	....	2220	....	....	2430	1500	240	480
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183	160											250	490
T-2	T-63 19/24 105	2221 to 2234	160	2830	....	....	....	....	2310	....	....	2470	1560	220	460
T-1	T-63 20/26 112	2235 to 2273	180	3840	1030	560	1560	660	3080	1110	700	3360	2090	370	700
T-25	T-69 20/28 134	2274 to 2281	200	4220	1090	560	1690	680	3430	1180	720	3690	2320	360	720
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	4800	1270	680	1950	810	3900	1380	860	4230	2680	440	860
T-23	T-63 21/28 144-S	2301 to 2308, 2310 (Superheated)	210	5550	1540	850	2280	990	4400	1650	1060	4860	3000	560	1040
T-23	T-63 21/28 144	2301 to 2308, 2310 (Saturated)	200	4910	1360	740	1990	870	3950	1460	930	4380	2690	540	970
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	6060	1670	920	2480	1080	4800	1800	1150	5310	3270	630	1150
T-32	T-69 23/28 174-S	2363 to 2370	200	5840	1560	850	2380	1010	4760	1690	1060	5120	3250	580	1080
T-32	T-69 23/28 174-S	2371 to 2378	210	6170	1660	910	2520	1080	5040	1800	1140	5400	3440	....	....
P-1, P-3	P-77 22/28 141–S	2400 to 2437, 2459, 2460 (Superheated)	210	4980	1270	660	1970	800	4080	1390	840	4350	2780	....	....
C-11	C-51 22/26 152	2502	180	5170	1450	810	2120	940	4050	1550	1000	4490	2770	550	1000
C-12	C-50 20/28 164	2503	180	4520	1220	650	1820	770	3520	1310	820	3950	2390	460	860
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2857 (Superheated)	210	6660	1860	1030	2730	1200	5220	1980	1280	5790	3560	690	1270
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)													
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2857 (Saturated)	200	5930	1630	890	2410	1040	4640	1750	1110	5140	3150	600	1120
C-8	C-57 22/30 184	2698 to 2751 (Saturated)													
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	5750	1600	880	2350	1020	4490	1700	1090	4800	3060	....	....
C-2	C-57 22/34 1805	2600 to 2611 (Superheated)	190	6280	1760	980	2570	1130	4910	1870	1210	5250	3350	....	....
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)	190	5990	1670	930	2450	1080	4680	1780	1150	5010	3200	680	1230
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	5750	1600	880	2350	1020	4490	1700	1090	4800	3060	600	1110
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	6690	1890	1060	2760	1230	5250	2010	1310	5820	3590	690	1270
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)													
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	5960	1660	920	2440	1070	4660	1770	1140	5170	3180	630	1150
C-5	C-57 22/30 178	2680 to 2693 (Saturated)													
TW-1	TW-54 22/26 147	2904 to 2913	180	5070	1390	760	2060	890	3960	1490	950	4450	2690	500	950
TW-4	TW-50 20/30 120	2928, 2930, 2931	160	3920	1080	600	1600	690	3070	1160	740	3430	2090	400	740
MK-2	MK-57 23¾/30 206-S	3200 to 3215	210	7830	2220	1230	3220	1420	6130	2340	1520	680	4190	....	....
MK-4	MK-57 23¾/30 206-S	3216 to 3236 (Superheated)	200	7400	2070	1150	3030	1330	5760	2210	1430	6480	3920	....	....
MK-5, MK-6	MK-63 26/28 210-S	3237 to 3271	200	8000	2240	1240	3310	1450	6400	2400	1540	7070	4380	....	....
F-1	F-63 $\frac{27\frac{1}{2}}{32}$ 273-S	3600 to 3652 (Superheated)	200	8000	2730	1520	3990	1760	....	....	....	....	....	....	....
F-3	F-63 29½/32 297–S	3653 to 3667	200	8000	3110	1730	4560	2010	....	....	....	....	....	....	....
MC-2	MC-57 $\frac{26-40}{30}$ 394	4000 to 4016 (Saturated)	200	8000	3815	2170	5460	2500	....	....	....	....	....	....	....
MC-4	MC-57 $\frac{26-40}{30}$ 398	4017 to 4028 (Saturated)													
MC-6	MC-57 $\frac{26-40}{30}$ 401-S	4029 to 4048 (Superheated)													
MM-2	MM-63 $\frac{25-38}{28}$ 320	4200 to 4211 (Saturated)	200	8000	3185	1795	4660	2070	....	....	....	....	....	....	....
Allowance for Empty and under-loaded Cars		Less than 40 M's		6	6	3	3	3	6	3	3	6	6	3	3
		40 to 50 M's		3	3	0	0	0	3	0	0	3	3	0	0
		More than 50M's		0	0	0	0	0	0	0	0	0	0	0	0

MILEAGE—Main Lines

			East-ward	West-ward
End of Western Division to East Bank of Sacramento River	E W	SPRR	.293	....
East Bank of Sacramento River to Sacramento	E W	CPRy	.135	....
Sacramento to End of Division at Lawton	E W	CPRy	148.847	....
End of Western Division to East Bank of Sacramento River	W W	SPRR	....	.293
Sacramento to Emigrant Gap	W W	CPRy	....	82.096
Andover to End of Division at Lawton	W W	CPRy	....	37.421
Brighton to End of Sacramento Division	....	CPRy	.867	....
Brighton to Elvas—East Leg of Wye	E W	CPRy	3.262	....
Elvas W. Leg of Wye towards Sacramento	E W	CPRy	.308	....
Brighton to Elvas—East Leg of Wye	W W	CPRy	....	3.223
Elvas—West Wye—Towards Brighton	W W	CPRy	....	.314
Davis to Tehama	....	SPRR	110.401	....
Roseville to End of Sacramento Division near Gerber	....	CPRy	105.916	....
Eastward	370.029			
Westward	123.347			
Total	493.376		370.029	123.347

MILEAGE—Branch Lines

Fair Oaks Branch	Citrus to Fair Oaks	SPRR	2.140
Folsom Jct. to Folsom		SPRR	.995
Placerville Branch	Brighton to Placerville	SPRR	54.938
Jct. Sw. near Marchant to	Karnack	SPCo	2.749
Sutter Basin	Grace to Josephine	SPCo	20.793
Colusa	Harrington to Wyo	SPRR	71.655
Fruto	Willows to Fruto	SPRR	17.204
Oroville	Binney Jct. to Oroville	SPRR	25.267
Stirling City	Chico to Stirling City	CPRy	31.216
Knights Landing Branch	Northern Jct. to Binney Jct.	SPRR	35.938
		SPCo	1.198
Walnut Grove	Sacramento to Walnut Grove	CPRy	24.724
		SPRR	.245
R St. Branch	Q St. Sacramento to Jct. Main Line via Niles	SPRR	4.941
		CPRy	.324
Lake Tahoe Br.	Truckee to Tahoe	....	14.700
Total			309.027

Total Eastward........370.029
Total Westward........123.347
Total Branch........309.027

Total Sacramento Division........802.403

RULING GRADES AND MAXIMUM CURVES

DISTRICTS		Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Sacramento	to Elvas	0.30	8°	0.64
Elvas	to Sacramento	0.22	8°	0.53
Elvas	to Roseville	0.40	6°30′	0.65
Roseville	to Elvas	0.39	6°30′	0.54
Roseville	to Colfax	1.50	4°	1.66
Colfax	to Roseville	0.22	10°12′	0.64
Colfax	to Blue Canon	2.42	10°30′	2.83
Blue Canon	to Colfax	0.30	10°30′	0.71
Blue Canon	to Truckee	2.20	10°20′	2.60
Truckee	to Blue Canon	2.04	10°20′	2.45
Truckee	to Sparks	0 26	9°	0.62
Sparks	to Truckee	1.00	9°	1.36
Roseville	to Gerber	0.81	8°46′	1.14
Gerber	to Roseville	0.76	8°46′	1.10
Davis	to Tehama	1.00	5°	1.20
Tehama	to Davis	0.73	5°	0.93

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"MM"—Mallet Mogul
"M"—Moguls "Mk"—Mikado
"TW"—Twelve-wheelers
"MC"—Mallet Consolidation
"MT"—Mountain Type
"E"—Eight-wheelers
"P"—Pacific Type
"F-5"—Two-ten-two Type
"SP,I"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}187$$

TRAINMASTERS.

C. C. FISHER	SACRAMENTO, CAL.
E. F. NASSOIY	ROSEVILLE, CAL.
M. L. JENNINGS	ROSEVILLE, CAL.
J. LORD	SACRAMENTO, CAL.
T. W. CARDWELL, Assistant Trainmaster	TRUCKEE, CAL.

EXAMINER.

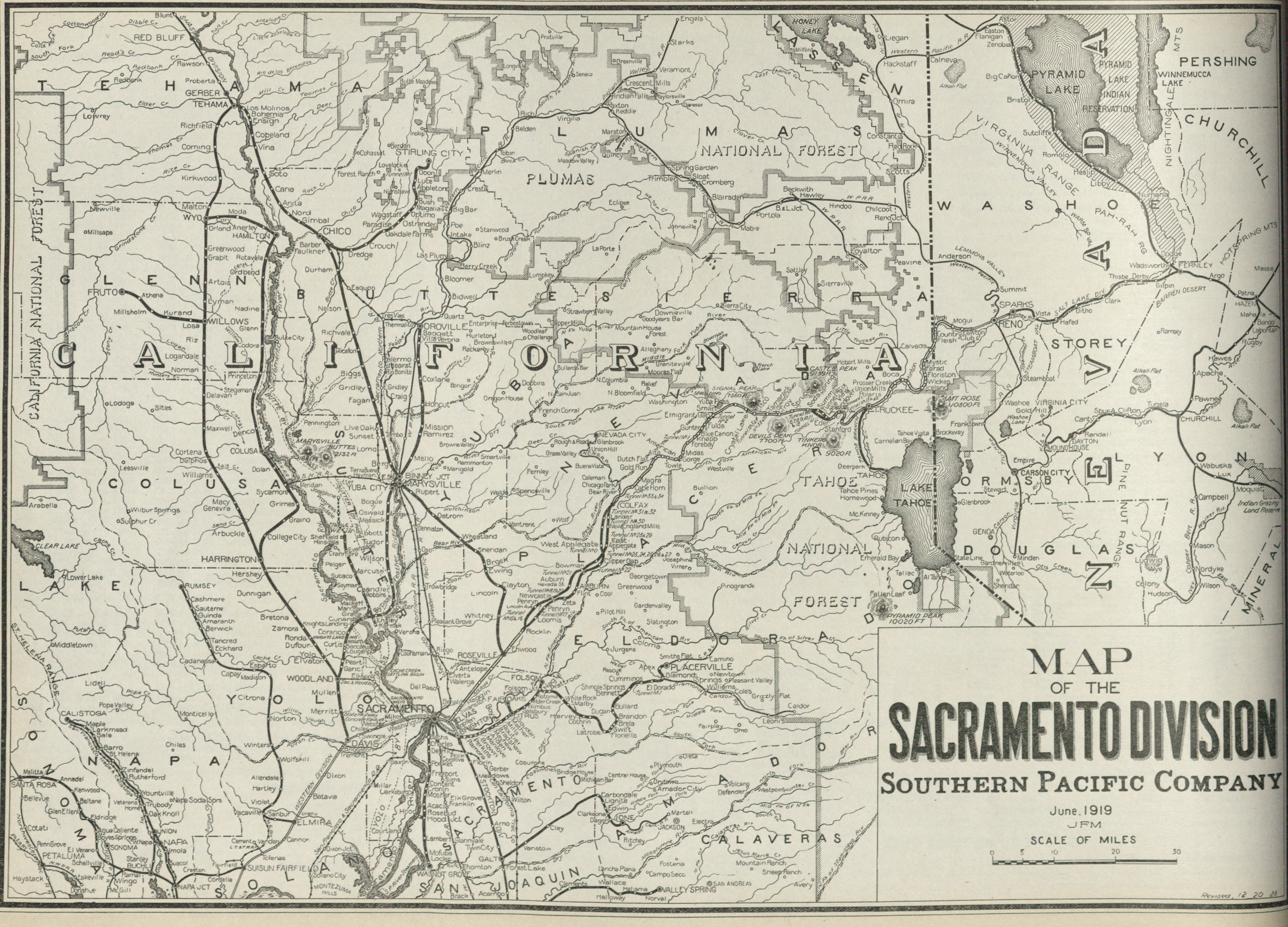
E. D. LOWELL	SACRAMENTO, CAL.

O. T. STACKPOOLE,	Chief Train Dispatcher	SACRAMENTO, CAL.
D. A. NEELLEY,	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
C. N. JONES,	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.

ROAD FOREMEN OF ENGINES.

C. A. FOGUS	SACRAMENTO, CAL.
J. B. STARBUCK	ROSEVILLE, CAL.

W. M. STILLMAN, Assistant Superintendent.



CALIFORNIA
NEVADA
TEHAMA
PLUMAS
PLUMAS NATIONAL FOREST
LASSEN
GLENN
BUTTE
SIERRA
YUBA
NEVADA
PLACER
EL DORADO
AMADOR
CALAVERAS
SAN JOAQUIN
SACRAMENTO
YOLO
SOLANO
NAPA
SONOMA
LAKE
COLUSA
SUTTER
CALIFORNIA NATIONAL FOREST
TAHOE NATIONAL FOREST
WASHOE
STOREY
ORMSBY
DOUGLAS
LYON
CHURCHILL
PERSHING
MINERAL
PYRAMID LAKE
PYRAMID LAKE INDIAN RESERVATION
WINNEMUCCA LAKE
HONEY LAKE
LAKE TAHOE
CLEAR LAKE
RED BLUFF
GERBER
TEHAMA
CORNING
WILLOWS
CHICO
OROVILLE
MARYSVILLE
YUBA CITY
COLUSA
WOODLAND
DAVIS
SACRAMENTO
ROSEVILLE
AUBURN
COLFAX
NEVADA CITY
PLACERVILLE
FOLSOM
TRUCKEE
RENO
SPARKS
CARSON CITY
VIRGINIA CITY
FERNLEY
HAZEN
NAPA
SANTA ROSA
PETALUMA
CALISTOGA
SUISUN FAIRFIELD
ELMIRA
GALT
IONE
JACKSON
VALLEY SPRING
HARRINGTON
HAMILTON
STIRLING CITY
MARYSVILLE BUTTES 2132 Ft.
SIGNAL PEAK 7360 Ft.
CASTLE PEAK 9139 Ft.
DEVILS PEAK 7700 Ft.
TINKERS KNOB 9020 Ft.
MT. ROSE 10800 Ft.
PYRAMID PEAK 10020 FT

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919

JFM

SCALE OF MILES

0 5 10 20 30

Revised 12 20 23